

Grain Dealers Journal

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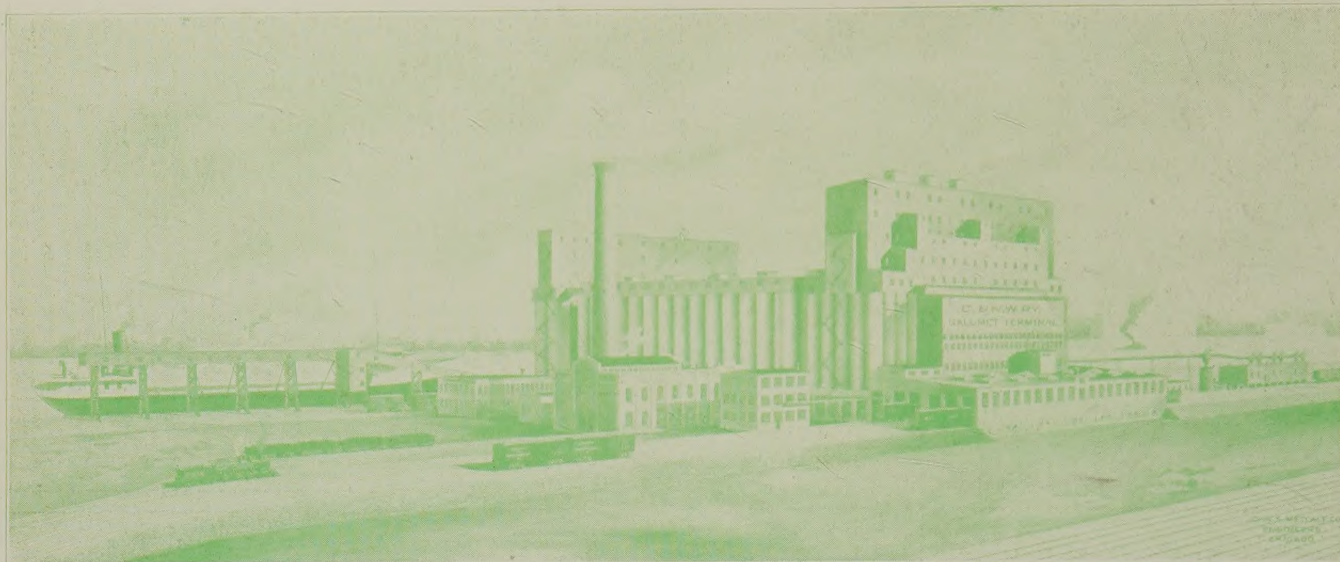
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C. & N. W. Ry. Co.'s TERMINAL ELEVATOR AT SOUTH CHICAGO

A View of One of the Great Concrete Bins From the Hopper Bottom, Looking Up.

Over its own rails the Chicago & North Western Railway Company reaches the productive grain fields of the central north. A map of its lines closely resembles a giant spider web and covers the states of Wisconsin, Minnesota, South Dakota, Nebraska and Iowa, supported by threads firmly anchored in centers of grain production in North Dakota, Montana, Wyoming and Illinois. This far reaching network of lines facilitates delivery of the products of the rich farms crowded along its ten thousand miles of roadway to the great common garner at the Eastern terminus of the railway system and empties or fills many lesser garner en route.

When, in 1835, the first element of this great system was projected it was thought the "probable earnings" from traffic by a line from Galena, Ill., to Chicago would be \$390,000, of which "\$100,000 will come from the transportation of wheat."

In 1848 the first seven miles of the Galena & Chicago Union Railroad was placed in operation. This was built due west from Chicago. Its one 10-ton locomotive, "The Pioneer," chugged along over the strap iron rails with two or three cars, the entire equipment. That first seven miles of track served as a foundation for the present mighty unit of transportation known as the North Western System. In 1848 the men behind this project were straining every effort to build another seven miles. Today efforts equally sincere are being made to meet the growing demands for better transportation and terminal facilities coming from scores of sections into which the North Western is building.

Railroad development work must be undertaken simultaneously along many lines.

Construction of additional trackage calls for increases in rolling stock, motive power and terminal facilities. Alert railroad officials keep one eye on the future and strive to provide in advance for increases in traffic resulting from the intensive development of territory served as well as the opening of new sections.

Terminal facilities for handling grain in Chicago have not kept pace with the increase in the volume of grain traffic. Several elevators formerly owned by the C. & N. W. Ry. and used for handling grain arriving over its rails have been destroyed by fire, or becoming out of date, have been dismantled. For years the grain trade and the granger roads terminating in Chicago have suffered from the lack of ample elevator facilities. Receipts of grain at Chicago have increased steadily. The advent of power machinery for the farm has made labor more effective and the opening of new territory insures further increase in the volume of grain traffic.

The officials of the Chicago & North Western Railway Co. recognized the need of providing rapid modern equipment for unloading grain from cars, with sufficient storage and loading out facilities to prevent congestion and delay in releasing box cars. Furthermore there was a call for improved facilities for transshipping grain from cars to vessels.

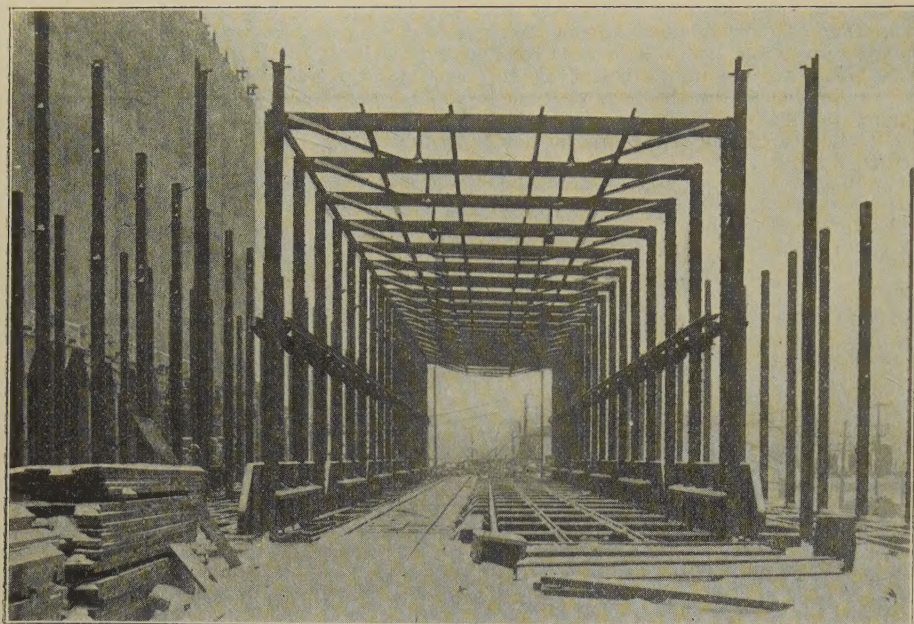
The first step was to visualize the road's terminal needs in the way of a bulk handling grain depot. At the outset leading elevator engineering companies submitted competitive plans and specifications for an elevator of 10,000,000 bus. capacity. Emphasis was laid on the fact that the elevator must be equipped to handle rapidly

and efficiently large quantities of grain in a very short time. While the storage capacity should be ample, the ability of the plant to receive, ship or turn grain should be equal to every emergency. The plans of the John S. Metcalf Co. were accepted and followed throughout.

During the preparation of the plans, in July, 1914, the railroad company began driving piles on which the elevator foundation was to be laid. Work on the elevator was started in March, 1916, and now, at 122d Street and the Calumet River, Chicago, the builders, the Witherspoon-Englar Co., who have had long experience in the building of large terminal elevators, is putting the finishing touches to the first unit of Chicago's largest elevator. Witherspoon-Englar Co. had associated with them in the construction of this plant Grant Smith & Company of St. Paul. This plant has been christened The Chicago & North Western Railway Co.'s Terminal Elevator. Much credit for the successful completion of this monster elevator, incorporating all the latest improved ideas in grain handling facilities, is due Mr. W. H. Finley, Chief Engineer of the C. & N. W. Ry.

The unit now nearing completion has storage room for 6,100,000 bus. The ample storage facilities provided will serve as a reservoir into which the surplus grain of the West may be poured from the company's box cars, releasing them almost instantly for handling other traffic.

All who have had to do with the great task of conceiving, designing and constructing this magnificent plant in which all the latest and best ideas are incor-



The Steel Frame of the Track Shed of C. & N. W. Ry. Co.'s Elevator.

porated, are to be congratulated on the wonderful outcome of their efforts, which have been harmoniously co-ordinated and directed.

Chicago has long taken first rank among the primary grain markets of the country. In 1838 an inauspicious start was made toward its present eminence, grain shipments for that year being 78 bus., receipts not given. That was ten years before the "Pioneer" carried dismay to the wild life in the almost unknown country seven miles west of the village. Eighty years have wrought a startling transformation. Chicago now has an in and out movement of grain approximating 625,000,000 bushels annually. Transportation of grain by rail and water meet at Chicago, and forty-four great trunk lines of the East, the West, the North and the South maintain terminals here. Bearing these facts in mind the new terminal elevator was designed to handle in short order almost any quantity of grain tendered.

EFFICIENT PLANNING. While storage was not forgotten, attention centered in the task of providing equipment for the rapid handling of grain in large volume. Grain can be received from cars at the rate of 36 car loads an hour, from boats at the rate of 20,000 bus. an hour. Shipping capacity by rail is 48 car loads an hour. The maximum loading capacity of the river house is 467,000 bus. an hour. Its six legs can elevate, weigh and deliver to boats 120,000 bus. an hour. Plans submitted for the Storage House called for 196 bins 22 ft. 6 in. centers by 105 ft. deep, with 169 interstice bins for storage. The number of bins to be constructed immediately was reduced to 104 cylindrical bins and 84 interstice bins. No reduction was made in the machinery for handling or treating grain, which was originally designed "to turn over all the grain in the elevator in 48 hours." That means the completed plant can handle grain at the rate of 5,000,000 bus. a day.

Much of the equipment may be used to handle grain in different directions. Receiving legs, for example, may be employed to ship grain or turn it. Belt conveyors in Working House, River House and above and below storage bins are reversible. The flow of grain may be checked,

diverted or reversed almost at will. These features of arrangement and equipment give the plant wonderful flexibility and great handling capacity. Only after grain has been loaded into boats or cars is it beyond the immediate control of the superintendent.

TERMINAL ELEVATORS are designed and built to serve as long as steel and concrete put together by men who know and understand their work will hold together. If the use of these materials insure a structure that cannot be destroyed

by fire this elevator is surely entitled to that distinction. Steel and concrete were used to the exclusion of almost every other material, the exception being for office, power plant, garage, welfare building and shop, which are of brick. Roofs, floors and partitions are made of reinforced concrete, the buildings being covered with Bird's Patent roofs, thus making them immune to ordinary exposure hazards. The buildings cover approximately four acres of ground. Immense quantities of materials were required and the totals of some of the more important items used are illuminative.

The foundations for the wharf, river house, working and storage houses rest on 18,200 piles. The piles were cut off at datum and covered with a heavy concrete slab. Concrete was poured at the rate of 1,000 to 1,200 cu. yds. a day, the crews working continuously day and night without a stop. All bins are of monolithic type. In the construction of footings, foundations, bins and other heavy concrete work 100,000 bbls. of cement were used in mixing the 65,000 yds. of concrete. To reinforce the concrete 2,000 tons of steel were used.

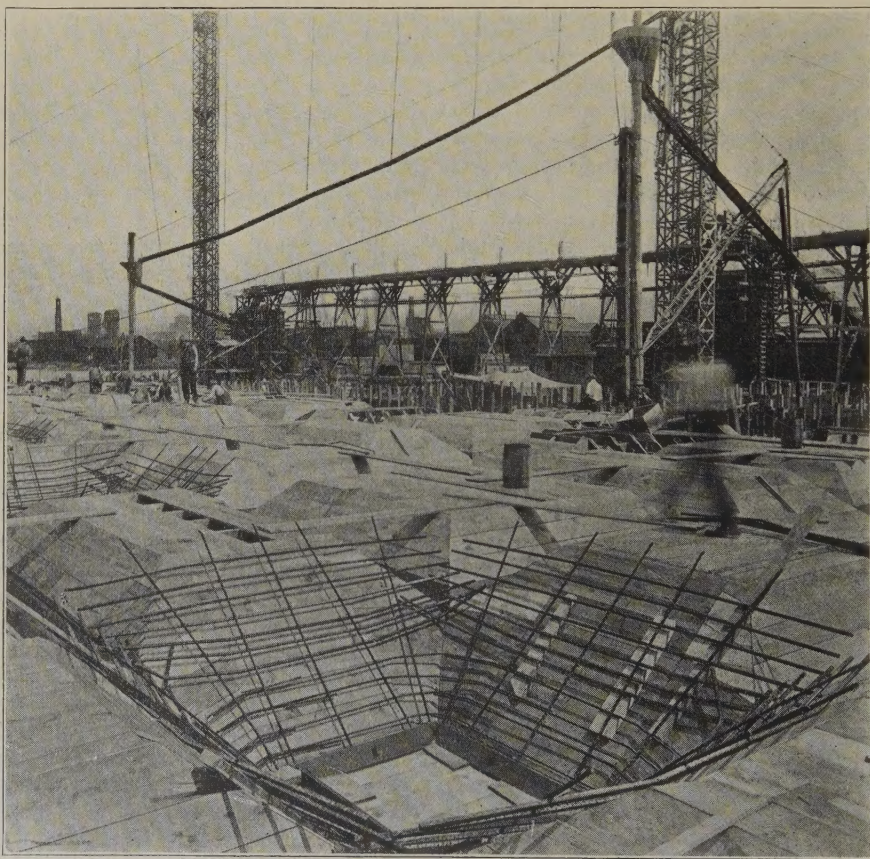
The track shed, Working House, the story over the Storage House, River House, marine tower and shipping gallery are made of structural iron, with concrete curtain walls, 5,500 tons iron being used.

CAPACITY. This big plant was designed to do many things. Its functions and capacities, as outlined by the men who designed it, John S. Metcalf Co., are:

To provide storage for 10,000,000 bus. of 60 lb. grain.

To develop 4,700 horse power.

To receive grain from cars at the rate of 36 car loads, 60,000 bus. an hour.



Reinforcing Storage Bin Bottoms in C. & N. W. Ry. Co.'s Terminal Elevator.

To ship grain in cars at the rate of 48 car loads, 75,000 bus. an hour.

To receive grain from vessels at the rate of 20,000 bus. an hour.

To dry grain at the rate of 9,000 bus. an hour.

To bleach oats at the rate of 24,000 bus. an hour.

To clip oats at the rate of 30,000 bus. an hour.

To clean grain at the rate of 54,000 bus. an hour and barley 8,500 bus. an hour.

Fifteen separate structures comprise this big addition to Chicago's grain handling and storing facilities. Five of these, the track shed, Working House, Storage House, River House and marine tower, are so closely connected as to be virtually under one roof. Other parts of the plant are separate structures. They are: The power plant, office building, welfare building, shipping gallery, machine and carpenter shop, garage, dust house, sulphur house, blacksmith shop and round house.

Grain reaching Chicago over the Chicago & North Western lines or connections and destined for the Terminal Elevator is delivered to the Indiana Harbor Belt and by that road placed on the receiving tracks at Irondale, the local freight station. The company has provided 10.5 miles of storage tracks on which there is room for 1450 cars. Ground is also provided for additional tracks.

The Working House.

This great Working House is a unit of modern efficiency. The spacious working floor with its many batteries of machines, the thirty-eight legs, elevators, stairs, signal system, all of which are immediately under the eye of the superintendent, gives capacity for handling different kinds of grain with a facility that can be seen in no other elevator.

Grain is received, is sent to the scales and comes back to the distributing floor for disposition. It may be sent direct from the scales to cars, to Working

House bins, to storage bins, or by belt conveyor over the storage bins to the River House for loading on vessel. Or it may be spouted to the cleaning, washing, clipping or separating machines on the first floor, treated and then reappear for further disposition.

The two big cross belt conveyors on the distributing floor, with their complement of loaders and trippers, do their great share to facilitate the rapid disposition of grain.

THE TRACK SHED contains five tracks, affording room for 30 cars. The inner track is used exclusively for shipping and provides for one car to be loaded with bagged grain and five with bulk grain. The next track can be used either for receiving or shipping. Six car loaders may spout to it or six pits receive grain from it. The three outside tracks are exclusively for receiving, being provided with six pits each.

Car Pullers: In the basement, which occupies the entire area under the track shed, are the four big car pullers, arranged to handle cars in either direction on any of the four receiving and one shipping tracks. Endless wire cables, reaching 400 feet into the yard north of the track shed, are equipped with two car hooks to each cable. Cable is hauled in or paid out on drums by two 75 h.p. 3 phase rope drive 3 bearings General Electric motors, a friction clutch being used to transmit the power. When one of the hooks is attached and a car is pulled in, the other hook is carried out into the yard. The double hook system cuts the operation in half.

Twenty-four sets of Clark Power Car Shovels with their leading sheaves are mounted on traveling frames up out of the way of workmen, and have a range of eight feet on either side of the track hopper. Each set is separately driven by 7½ h.p. direct coupled General Electric motors.

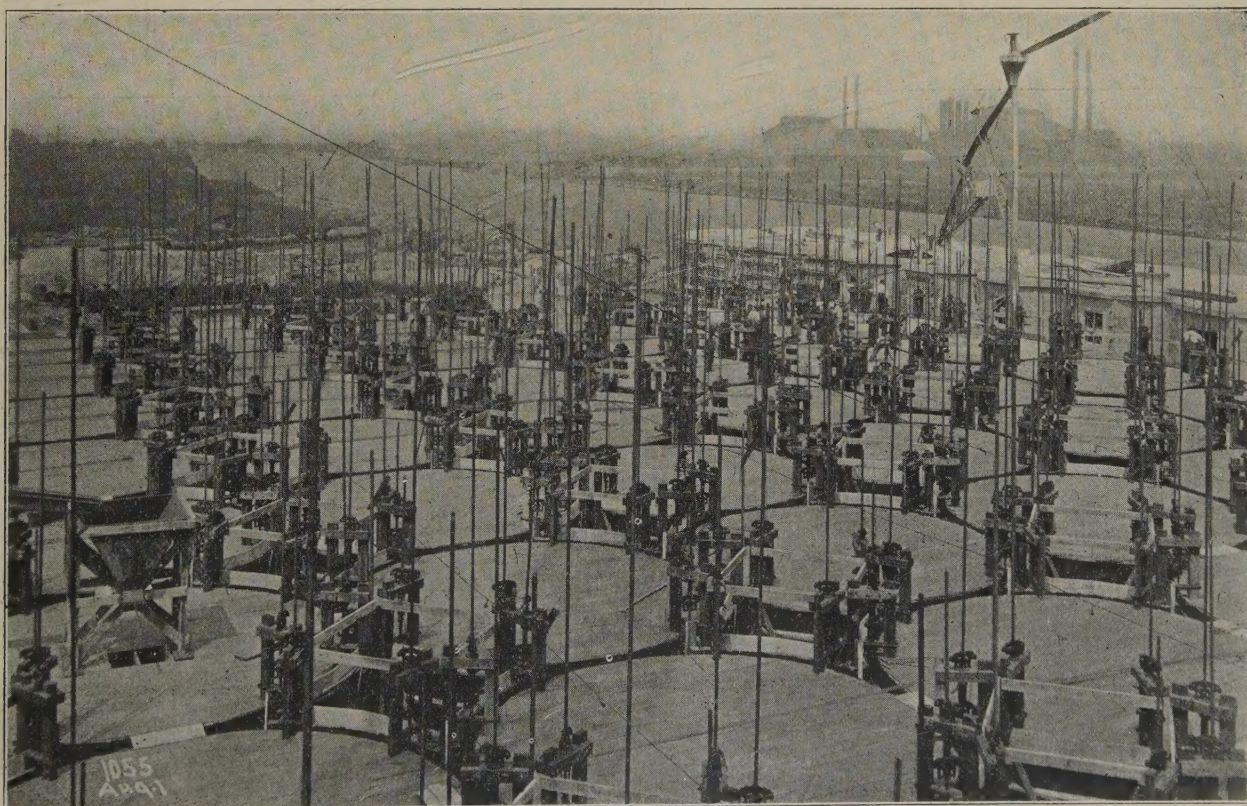
Twenty-four track hoppers in six rows,

four to the row, are located under the four tracks. Grain is received through gratings, metal shedders preventing grain lodging on the flanges of the rails and I beams. Under each cross row of hoppers is a 36 in. rubber belt conveyor which delivers grain to a receiving leg in the working house opposite. The flow of grain from the hoppers to the belts is through valves of special design, which are operated from the Working House by four interlocking switches, which prevent the opening of more than one hopper at a time. Conveyors are driven by 10 h.p. belt drive motors.

Intercommunication between the operator of the receiving leg and the men in the track shed is by means of a three light signaling system. These lights are red, yellow and green and only one light can show at a time, and the same color must show at both ends of the line. The operator at the leg can turn on yellow lights at both ends, extinguishing the red, but can make no other change. From the track shed the operator can show green at both ends of the system in place of the yellow, or red in place of the green. Means for signaling from track hopper to car pullers also are provided. Push buttons at each track hopper and loading spout connect with annunciators at the car pullers, enabling members of the track crew to give directions for spotting cars. Each annunciator has a distinct tone which readily may be distinguished from the others. The track shed opens into the Working House on the first and the drier floors.

THE WORKING HOUSE is 77 ft. by 287 ft. by 204 ft. 11 ins. above track level. It houses practically all of the equipment for weighing, cleaning, washing, clipping and distributing grain. Drier house and bleacher towers are attached to and form a part of the Working House.

Thirty-eight working house legs are housed in specially provided wells between the working house bins. The 95



Bin Forms Set Ready to Receive the Concrete for C. & N. W. Ry. Co.'s Terminal Elevator.

cylindrical bins are 15x74 feet, some are modified in form by the legs interposed between them, and 72 interstice bins.

Six receiving legs have 8x8x15 in. buckets, staggered. These legs also may be used for shipping. The six shipping legs are equipped with 8x8x18 in. buckets, staggered, and are designed chiefly to elevate grain from the storage house belts. Both types of legs are equipped with 96 in. head pulleys running 27 R. P. M. The six receiving legs take grain from the track shed belts to the top story of the cupola and discharge into 3,000 bu. garner. Below each of the 18 garner is a 2,000 bu. Fairbanks Hopper Scale. All scale hoppers are circular in form and are reinforced with heavy steel uprights.

Power to drive all belt and screw conveyors, including the fifteen 42-in. belt conveyors in Storage House, is transmitted by silent chain drive. Virtually all belt conveyors are reversible.

From the scale hoppers grain may be diverted direct to almost any part of the plant. It may be discharged to storage house conveyor belts and tripped to any storage bin desired; it may be dropped to the transfer belts in the distributing story; diverted to the car loading spouts or to any one of the 167 bins in the working house.

All elevator legs in both Working House and River House are driven by individual motors, connected with countershaft by rope drives. Friction clutches connect shaft with the rope transmission gear, stepping the speed of the motor down to that desired to operate the head pulley. Safety clutches on the countershaft prevent the elevator running backward should the power fail when the buckets are full. General Electric motors of the squirrel cage type are used, the size varying to conform to the power needed to operate each leg.

Shipping legs are individually driven by 140 h.p. 514 R. P. M. rope drive 3 bearings G. E. Motors, and the receiving legs by 100 h.p. 514 R. P. M. rope drive 3 bearing motors of the same make and type.

Receiving and shipping legs in work-

ing house, and the shipping legs in river house as well, are equipped with a two light signal system, selectively wired so the man in the cupola can turn from red to green or from green to red. At the first floor the operator can switch from green to red only. The same colors show simultaneously at both ends.

CLEANER EQUIPMENT. All grain may be passed to the elaborate cleaning, clipping and separating machines, located on the first floor, as fast as it is received and weighed. The equipment includes: 4 No. 15 Style C Monitor Warehouse and Elevator Separators; 2 No. 9 Monitor Screenings Separators; 20 No. 11 Monitor Oat Clippers; 1 No. 3 Wheat Washer, Style B; 2 Invincible Double Needle Separators, 12 ft.; 6 No. 11 Style C Monitor Warehouse and Elevator Separators; 4 No. 11 Monitor Barley Separators; 1 No. 15 Monitor Barley Separator. The Monitor Clippers, Cleaners and Separators are built of wood covered with sheet metal. Five of these machines, the No. 15 Monitor Barley Separator, the two No. 9 Monitor Screenings Separators and the two Double Needle Separators, are located on the spouting floor.

The cleaning machines are arranged on the first floor in batteries of two machines. Each battery discharges the cleaned grain to one of eight cleaner legs equipped with 7x7x22 in. buckets and 84 in. head pulleys. Two 75 h.p. 514 RPM; five 50 h.p. 450 RPM and one 50 h.p. 514 RPM direct drive, 2 bearings G. E. motors are employed to drive the eight separator legs.

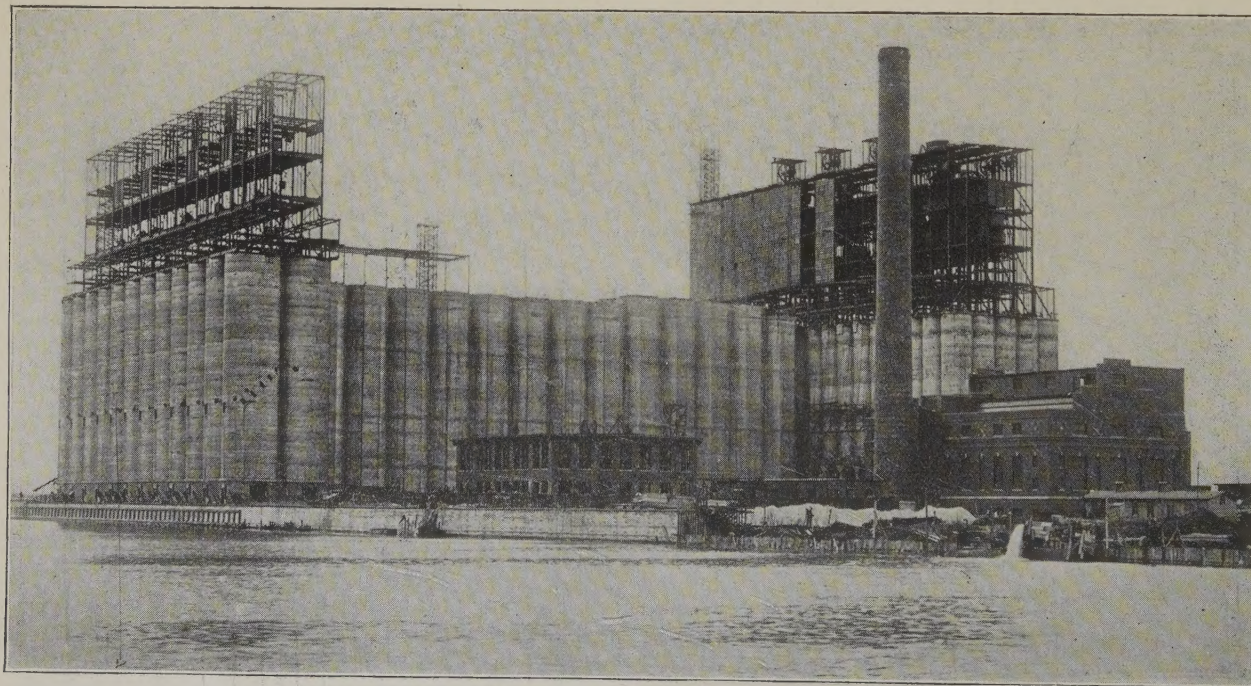
From the separators grain is carried to the cupola. Two of the 8 legs discharge through a spout in which is a switch valve making it possible to send grain to the main garner or through a spout leading to a turn head above the distributing floor. The other separator legs carry grain to the spouting story of the cupola and discharge through a turn head which in turn discharges to one of the transfer cupola conveyors, thence to belt conveyors leading to the storage house and also to two of the regular telescopic distributing spouts to which

fifteen of the regular working house bins and resultant interstice bins are tributary.

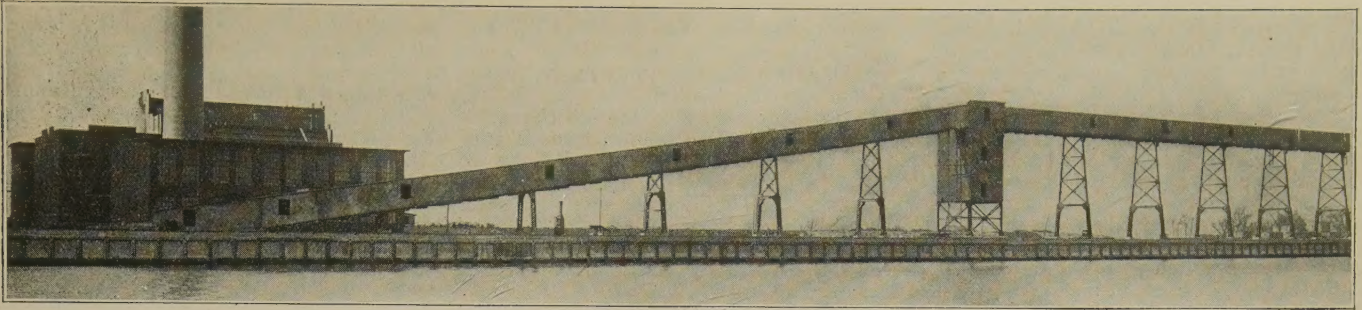
The 20 Monitor Oat Clippers are arranged in five batteries of four machines to the battery, along the east wall of the working house. Each battery discharges to one of the five clipper legs which are equipped with 7x7x20 in. buckets and 84 in. head pulley. The clipper leg elevating to the top story is driven by a 75 h.p. 514 RPM rope drive 3 bearings G. E. motor and the other clipper legs by 40 h.p. rope drive G. E. motors. Clippers are all ball bearings and are driven by 60 h. p. 514 RPM direct coupled G. E. motors.

One of the clipper legs elevates to the top story, discharging through a spout to the main garner or through spout to a turnhead above the distributing floor. The other four elevate to the spouting floor and discharge through turnheads above the distributing floor. The clipper turnheads discharge to one or two of the conveyors running to the storage house, to one of the transfer conveyors and to two of the regular telescopic distributing spouts. The system of distribution is almost identical with that used for handling grain from the separators.

Three legs, equipped with 6 x 6 x 12 in. buckets and 96 in. head pulleys are employed to handle the screenings. Two of the legs are joined to form a twin leg. The cleaning machines discharge to 12 in. screw conveyors which discharge to the screening legs. In the spouting story are two No. 9 Monitor Screenings Separators, which receive from the garner, discharging their various separations to adjacent bins in the working house, each separation passing through an independent spout. One of these separators is below the two garner which receive screenings from the twin legs. Overflows from the garner are carried to special bins, which discharge to the screenings legs, making the overflows available for re-elevation to the screenings garner. The twin screenings leg is driven by a 20 h. p. 600 RPM belt drive G. E. Motor and for the single screenings leg by a 10 h. p. 720 RPM belt drive G. E. Motor.



Looking Across the Calumet River at the C. & N. W. Ry. Co.'s New Fireproof Elevator, Approaching Completion.



Office Building, Power Plant, Welfare Building and Shipping Gallery of C. & N. W. Ry. Co.'s Elevator.

Twelve inch screw conveyors, operating in steel boxes, take the screenings and clippings from the clipping and separating machines and deliver to the several legs. Power is supplied by 15 h. p. 900 RPM belt drive G. E. Motors.

The two 12 ft. double Invincible Needle Separators are located on the spouting floor of cupola. Barley is delivered to the garner over the needle separators by the special barley leg equipped with 7 x 7 x 12 in. buckets and 96 in. head pulley. The separators receive from the garner and discharge to adjacent bins below through fixed spouts. The barley leg is direct driven by a 25 h. p. 720 RPM belt drive G. E. Motor.

The Driers.

The Drier House is built over the track shed and adjoins the Working House on the west. The drier equipment consists of four batteries of three driers each which may be used together or independently.

Grain for the driers may be spouted directly through gratings in the first floor or delivered by basement conveyor belts from the Storage House to the drier leg boots. It is carried to the big garners over the driers by two legs equipped with 8x8x18 in. buckets staggered and 96 in. head pulleys. Each leg is driven by a 100 h. p. 450 RPM rope drive 3 bearings G. E. motor.

Above each drier is a 6,000 bu. steel garner, to which the grain is elevated by the two drier legs is delivered through fixed spouts, each head delivering in this manner to six of the drier garners. Spouts

are equipped with air check and shut-off valves at the upper end, so that any or as many spouts as desired may be cut off. The garner valves may be operated from the working floor of the drier house. Connection is also made between the telescopic distributing spouts on the distributing floor and the drier garners. The total capacity of the 12 garners is 72,000 bus., and when filled, provide grain to supply the driers for about ten hours. The garners may be filled at quitting time and the supply legs closed down for the night, without interfering with the operation of the driers to full capacity.

Three makes of driers are installed in the drier house. Six of the twelve units were furnished by the Ellis Drier Co. These driers are rated at 500 bus. an hour, on a 7% to 8% extraction, and 750 bus. an hour on a 4% to 5% extraction. The machines are designed to operate on continuous feed, but may be operated as batch driers. In operation air is drawn in through the cooling chamber by a fan directly connected to a 35 h. p. 1200 RPM direct drive G. E. Motor and driven over steam coils through that part of the drier containing the damp grain. The air from the lower part of this chamber is passed back through the top of the cooling chamber and reused. The wet air from the top of the drying chamber passes off.

Three of the driers were furnished by the Hess Warming & Ventilating Co. This installation is known as a No. 10 drier, consisting of 3 No. 6 units which may be operated separately or as one, as batch driers or in continuous flow. The No. 10 drier has 25,000 lineal feet of

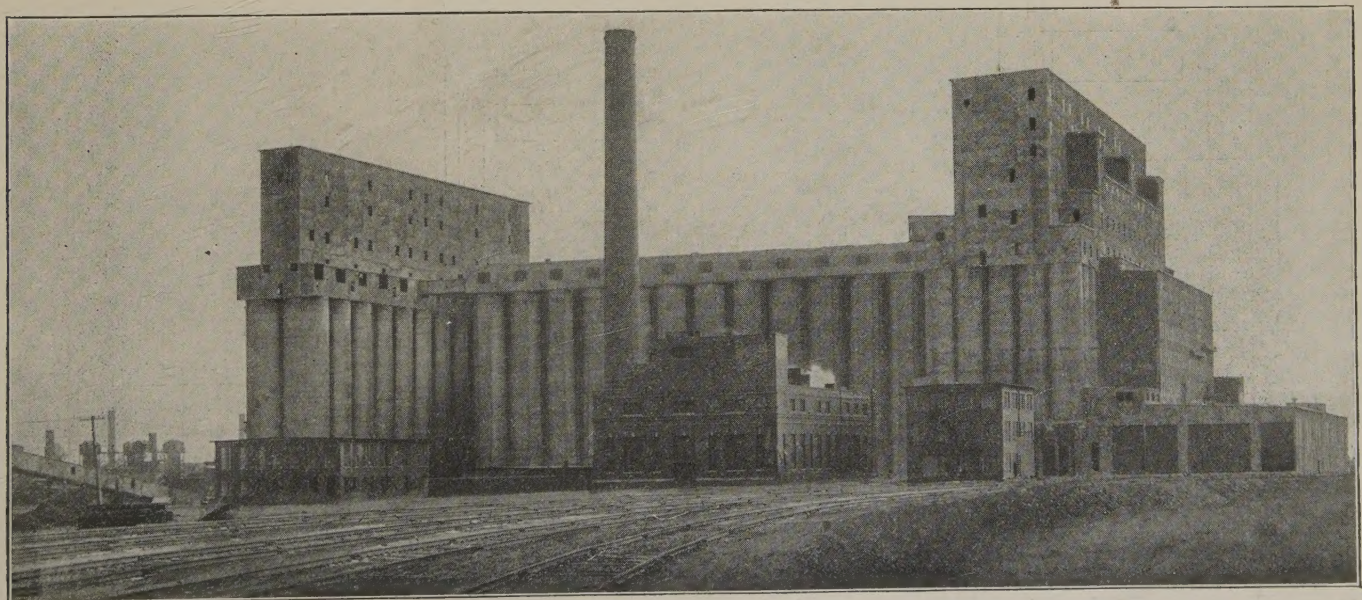
steam pipe, requiring 250 h. p. and will deliver 180,000 cu. ft. free air per minute from the blowers, operated by three 20. h. p. 1200 RPM belt drive G. E. Motors. This is the open type of drier, all parts of which are made of galvanized steel and affords access to and full view of grain while drying.

The three Morris units, furnished by the Strong-Scott Manufacturing Co., have a grain holding capacity of 750 bus. each. They operate as batch driers and may be used separately or as one. Two fans are employed by each unit, one to drive air over the steam coils, the other to supply air for cooling. All air is drawn from the outside of the building. All parts of the driers are easily accessible. Three 40 h. p. 1200 RPM belt drive G. E. Motors drive the fans.

All driers are designed to reduce the moisture of 750 bus. of corn from 25½% to 19½% or from 22½% to 17½% in one hour at any temperature regardless of weather conditions, thus giving a capacity of 9,000 bus. an hour on a 5 to 6% extraction basis.

An ample supply of live steam to operate all of the driers at one time is brought to the drier house at a pressure of 180 lbs. All live steam and return pipes are covered with asbestos sponge felt laminated covering. All pipe fittings are covered with moulded asbestos.

Grain from the driers is spouted to four legs equipped with 7x7x20 in. buckets and 84 in. head pulley. Each of these legs is operated by a 35 h. p. 514 RPM direct coupled G. E. Motor, and re-elevates the dried grain to the spouting floor. The



The C. & N. W. Ry. Co.'s 6,100,000 Bus. Reinforced Concrete Elevator at South Chicago, With Welfare Building, Power Plant and Office in Foreground.

system of distribution from the heads of these legs is identical with that from the heads of the clipper and cleaner legs.

GRAIN SACKING equipment is installed in a specially constructed room over the track shed and connecting with the drier house. Grain is delivered to two garners and spouted to either of two Fairbanks Bagging Scales. A chute is provided for carrying sacked grain to cars. About two car loads of sacked grain may be stored in the same room.

BLEACHER PLANT: Three No. 4 Reynolds Bleacher Towers are built on top of the cupola roof. The bleaching capacity of each is 8,000 bus., a total capacity of 24,000 bus. an hour. The towers are 6 ft. in diameter and 63 ft. high, inside measurements. The steam coils are located 26 ft. from the bottom of the bleachers which are vented through the walls near the top.

All baffles over the fume inlets are 16 in. wide and built of reinforced concrete. A shelf under the baffles prevents grain from congesting and stopping the flow of the fumes.

Sulphur for the furnaces is carried in bulk in a small concrete storage house south of the Working House. It is loaded on small tram cars which are run over track to the south side of the Storage House where an Altizer Elevator Co. hoist carries car and sulphur to the tracks on top of the Storage House and over these tracks to the furnace house.

Bleacher equipment is built to operate as separate units, of which there are six, two in each tower. Individual furnaces and fans are used to supply each

unit with sulphur fumes. No. 1 Garden City fume pumps furnish forced draft for the furnaces and also drive the fumes to the bleacher towers.

Grain is delivered to the bleachers by three legs with 7 x 7 x 20 in. buckets and 84 in. head pulley, driven separately by 75 h. p. 514 RPM rope drive 3 bearings G. E. motors. These legs receive grain through the gratings on the first floor. The flow of grain to bleachers is controlled by valves, making possible their selective use.

Bleached grain is discharged to 18 in. screw conveyors, the conveyors in turn discharging to sixteen cylindrical and resultant interstice bins in the Storage House set aside for oats storage. Conveyors are driven by 20 h. p. 600 RPM belt drive G. E. motors. Bins are floored over at the top to retain the fumes. Access to the bins is by means of two hoisting machines, with tackle and chair, which are employed instead of the conventional ladder used in other bins.

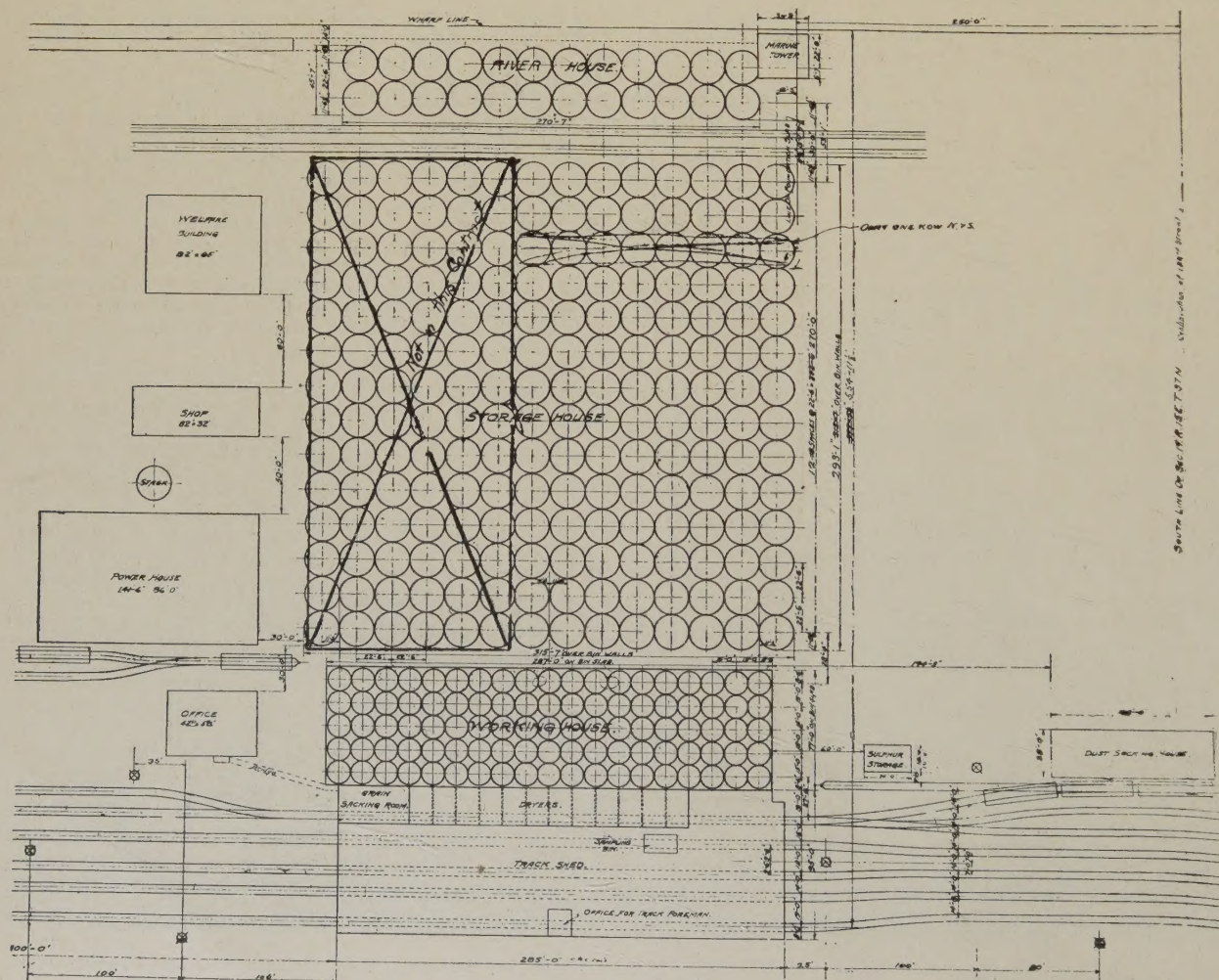
All conveyors and boxes are constructed to permit oiling or removal of the bearings readily. These conveyors are made carefully to prevent the escape of the fumes while the treated grain is passing through them.

Dust Collecting System.

Important new features are embraced in the giant dust collecting system. The capacity of the cleaners and clippers in this elevator is the greatest of any plant in the country and naturally the dust collecting system was built on a scale to correspond.

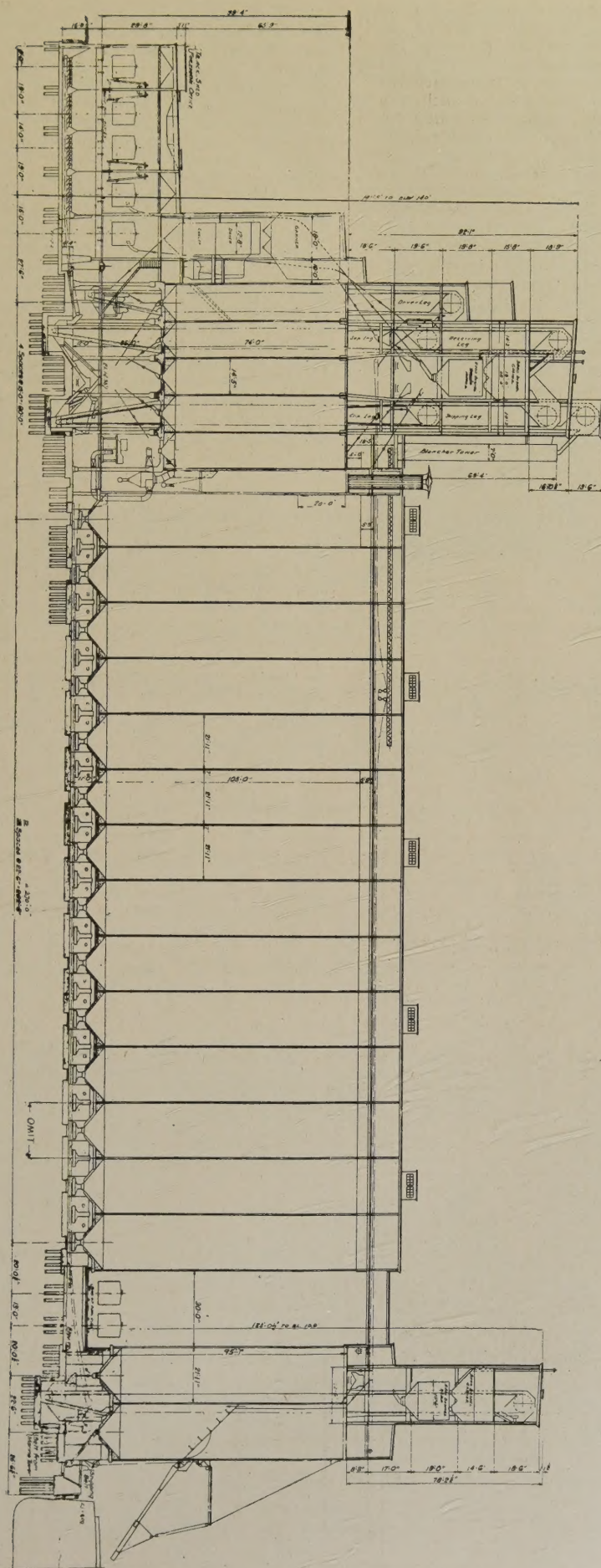
The Cyclone Blow Pipe Co.'s improved type cyclones were provided to receive the clippings and dust from each of the 20 is attached a special revolver and spout. Monitor Oat Clippers and the dust from the 14 Monitor Cleaning Machines on the first floor. Fans on the cleaning machines are connected with their respective cyclones by galvanized iron pipe of suitable size. The 9 foot space between the Working House and the Storage House was intended to receive the cyclones, which take the chaff, dust and clippings as driven off by the fans and separate them from the air. Exhaust air from the cyclones is discharged into the great settling chamber, a new and original feature, which occupies all that part of the space between the Working House and Storage House from the top of the cyclones to the top of the Storage House. This great chamber is automatically drained of dust and settlings by eighteen drains. A second exhaust is provided and air from this chamber passes away through six large vent stacks which extend thru the roof.

Eight floor sweeps are used in the basement and eight on the first floor of the Working House, all connected with the first floor fans. A trap near the inlet of the fan takes out all grain from the sweepings. Sweep-ups also are provided for the track shed, the drier floors and garner, scale and distributing floors of the cupola. Provision also has been made to handle the dust from the two screenings cleaners and the large separator in the cupola, cyclones being installed into which the fans from these machines discharge. An auxiliary fan takes the dust



Ground Plan of the C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.

Longitudinal Sectional View of the C. & N. W. Ry. Co.'s Fireproof Terminal Elevator at South Chicago.



from these cyclones and also from the sixteen sweeping stations of the Working House cupola, and discharges into a cyclone, vented through the roof, the material collected being dropped to fans below and blown to the dust house cyclones.

All dust from the Working House and track shed finds its way into one of the 40 cyclones installed between the Working House and the Storage House. The great settling chambers overhead prevent the escape of any dust. The cyclones are divided into two groups, each served by a large Improved Slow Speed Exhaust Fan. These are located on the first floor. They discharge independently into their respective large cyclones on top of the dust house about 200 feet south of the Working House. These cyclones feed to bunkers over the eight Steel Monitor Dust Packers which sack the dust.

Room for the storage of several carloads of sacked dust is provided in the Dust House. The building is 28 ft. by 106 ft. with the long loading platform built car floor height, to permit dust in sacks being trucked into the cars. Equipment will also be provided for loading bulk dust, thus doing away with the expense for sacks and sacking. The eight dust packers are separately driven by 20 h. p. 900 RPM belt drive G. E. motors.

One of the illustrations shows eight of the settling chamber drains with duct over them to convey the exhaust air from the cyclones below into the settling chamber. This duct is temporary and will be abandoned when the future storage bins are built, as then the entire space between the Working House and the additional storage bins will be used as a settling chamber.

Cupola fan is driven by 25 h. p. 920 RPM direct drive and exhaust fans to dust house by 60 h. p. 600 RPM direct drive G. E. motors.

OFFICE for the elevator foreman is located in the middle bay. On the scale floor an office is provided for the weighmaster. The track shed foreman has an office perched under the roof of the track shed, with walk leading from the Working House over the cars to it, and walk lengthwise of the shed, with stairway, giving him means for keeping in touch with the work in all parts of the shed. This elevated walk also connects with the grain sacking room and the general office.

An office for the convenience of the samplers is built on the track shed roof, near the south end.

All offices throughout the plant are built entirely of fireproof materials, the doors being of wood covered with sheet metal. All offices are steam heated.

A PNEUMATIC TUBE SYSTEM affords means for immediate written communication between these offices and the Superintendent's office. This system has four terminals. It is operated between the superintendent's office and the foreman's office on the first floor, from thence to the offices of the track foreman and weighmaster, with return tubes in each case. There is a direct return tube from weighmaster's office to the superintendent's office. Three inch tubes are used with the necessary carriers and air compressor.

PUBLIC ELEVATOR.—After the elevator was planned and the construction work well under way a part of the storage capacity and handling equipment was set aside for public use. A fire wall is to be built across the Working House near the south end from the first floor to the top of the cupola. The part thus set

aside for public use will have a storage capacity of not less than 600,000 bus. with adequate equipment for handling. It is a remarkable tribute to the flexible character of the elevator that such arbitrary action can be taken without interfering seriously with the working arrangement of the entire plant.

Working House Operation.

In the foregoing review methods of receiving, handling and cleaning grain as it comes into the Working House have been set forth in detail. In tracing the subsequent handling, we will start with the eighteen square steel garners in cupola of the working house, each having a capacity of 3,000 bus. A ladder is built in each garner. Each garner has four valves, operated by one lever pivoted above the garner floor. The operating end of the lever is carried to a convenient point on the scale floor. Locks are provided to secure the valves when

closed. The levers operate easily with the garners full of grain.

Immediately below the garners are the 2,000 bu. cylindrical steel scale hoppers 14 ft. 8 in. in diameter. Each hopper is provided with a covered hand hole and two eight inch peek holes, fitted with plate glass. A hinged door with hand screw fastenings is built into the side of each hopper. Each scale hopper is connected by heavy cotton duck to the garner above, to retain the dust. The duck swings free at the bottom and does not interfere with the movement of the scale hopper.

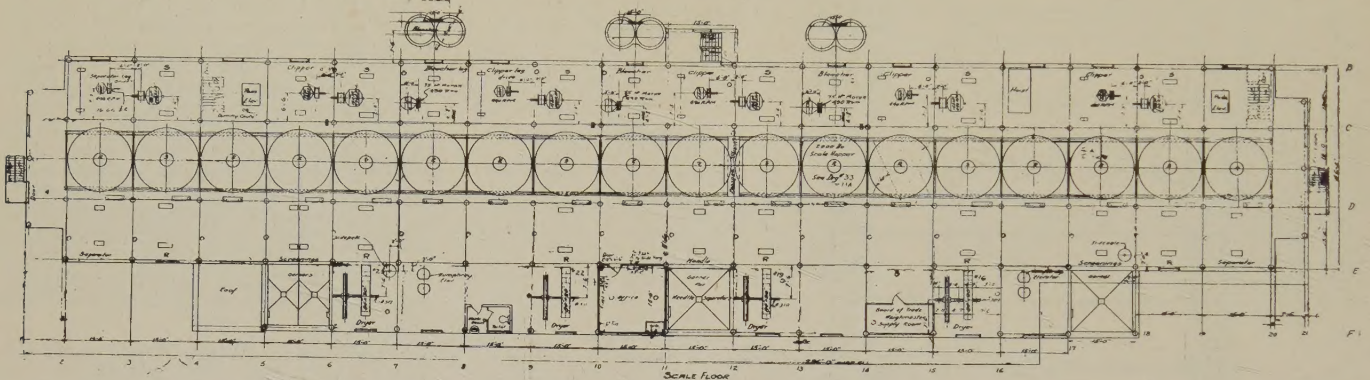
ALL SCALES in the Working House are of the same size, weighing up to 2,000 bus. Fairbanks standard pattern scales are used throughout the elevator.

Galvanized iron piping of adequate size leads from each garner and hopper to ventilators at the top. Each is vented separately to prevent air pressure interfering with accurate weighing.

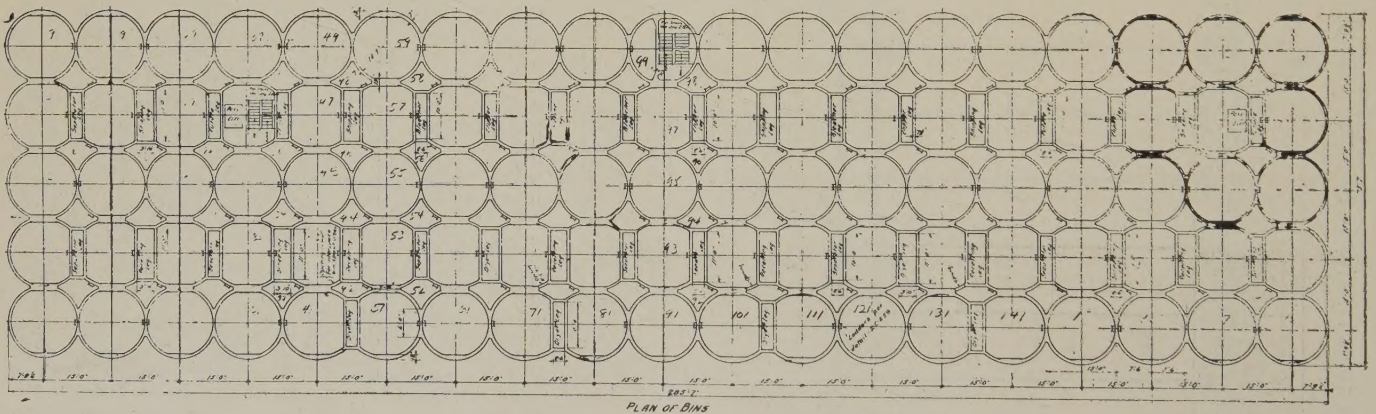
Cast iron rotary valves 3 ft. in diameter are fitted into the bottom of each scale hopper, and are so designed that they may be operated independently of the receiving bowl. These valves are operated from the scale floor by lever. Levers may be locked when not in use. Ropes and pulleys are provided for operating the hopper valves either from the spouting or the distributing floor.

Cast iron receiving bowls are placed under each scale hopper and to each bowl is attached a special revolver and spout.

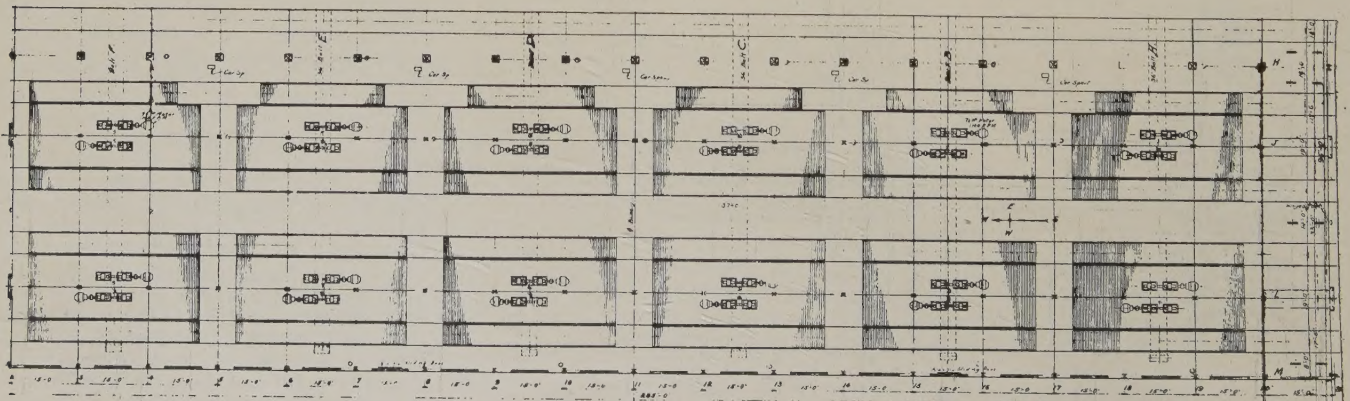
SCREENINGS AND BARLEY GARNERS: In the floors forming the tops of the screenings and barley garners are 20 in. man-holes with ladders extending into the garners. These garners are equipped with 14 in. rack and pinion valves to which turnheads are attached. Grain passes through the turnheads to spouts delivering to the cleaning machines. The valves may be operated from the spouting floor. Tell-tale spouts in the



Plan of Scale Floor Working House, C. & N. W. Ry. Co.'s Terminal Elevator.



Plan of Bins, Working House, C. & N. W. Ry. Co.'s Terminal Elevator.



Plan of 24 Receiving Pits in Track Shed of C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.

shipping garners give the weighman warning when the garners are nearly full.

SPOUTS: Eleven car spouts are provided for loading. These take the grain from the scale hoppers for delivery to cars on either of the two loading tracks. A carload is weighed at one draft. The lower ends of the spouts are equipped with sleeves which telescope over the upper section. Spouts are supported by ton chain falls with hand chains in reach of the track man. Sandmeyer car loaders are used, with 9x9 in. discharge ends. Steel platforms are built for each car loading spout with cast iron rack for the spout and bar for adjusting spout in car.

On the distributing floor are 32 telescopic rectangular spouts with sleeves operating smoothly over the upper sections. Similar parts of these spouts are interchangeable. These spouts receive grain from the receiving and shipping scales, from the two transfer conveyors in the cupola, from cleaner and clipper legs and from the legs elevating grain from the driers.

Two 42 in. reversible rubber belt conveyors on the spouting floor receive grain through belt loaders from the scale hoppers and discharge through reversible trippers to spouts leading to bins in the Working House and to spouts leading to the long belt conveyors running over the storage bins.

The middle longitudinal bay of the first floor of the working house affords a free open space for the moving about of spouts or mixing. All bins are equipped with valves which may be operated from the first floor by means of ropes and pulleys. Turnheads, of which there are 56, are operated in the same way.

Fixed spouts carry grain from the turnheads under the bins to each of the several cleaning machines and also to the gratings in the middle bay. The fixed spouts end about eight feet from the floor and to them may be attached light, portable spouts which reach the floor gratings. Through these gratings grain is delivered to the elevators and conveyors.

BASEMENT CONVEYOR: The big 42 in. reversible rubber belt conveyor in the basement under the bay is equipped with a four pulley tripper and two trav-



One View of the Row of Eighteen Hopper Scales on the Scale Floor, C. & N. W. Ry. Co.'s Elevator.

eling belt loaders, one on either side of the tripper. The loaders receive grain from Working House bins thru the first floor gratings, or from any belt under the storage bins. It discharges to all of the elevator legs with the exceptions of the needle leg, screenings legs and legs receiving from the driers. While the movement of the belt may be reversed the flow of grain cannot as the legs cannot, of course, deliver to the belt conveyor. A 10 h. p. 720 R. P. M. belt driven G. E. motor furnishes power to operate the belt. It is here that grain which has been through the elevator, or part of it, is brought back and delivered to the point at which it entered the plant.

BOOTS for all elevator legs are made of cast iron and steel and built with feed openings on both front and back, with

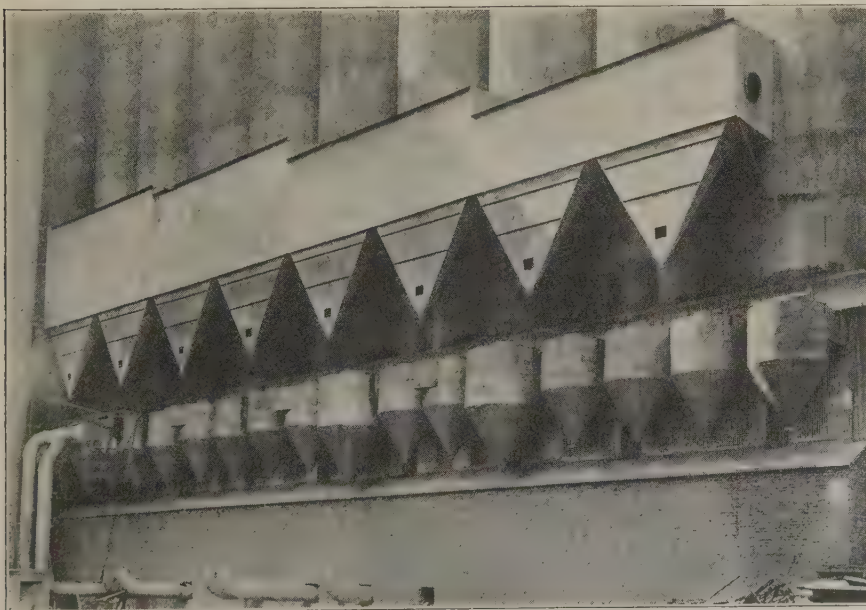
gates for opening and closing. Cleanout doors give access to the bottom of the boot without in any way interfering with the spouting. All boots are fitted with Edmonds Patent Adjustable Takeups.

All buckets are of the Buffalo pattern and made of No. 24 steel. The 18, 20 and 22 in. buckets are reinforced with an I brace in the middle.

SIGNALS: A system of signals has been provided to enable the weighmen to signal for starting and stopping the flow of grain from the Storage House bins. Selective wiring leads to 16 c.p. green lights on the basement beltways, about midway between the Working House and the River House. These lights are visible from either end of the individual belt tunnel and any or all belt lights are visible from either end of the cross tunnel, making it possible for one operator in the basement of the Storage House to watch the signals for several belt conveyors. One turn of the control switch sets the green light, asking that the flow of grain be started, another turn starts the ringing of a bell, asking that the flow be stopped. The operator on the scale floor can signal for grain from any of the eight belts in the Working House basement. After the flow has been stopped the basement operator throws a selector switch and the bell ceases to ring. The mechanism then is available for use by the weighman.

The signals to cupola belts are similar to the system employed in signaling to the basement belts. Wiring to each lamp and bell is carried along the conveyor gallery, with three connections for plug-in switches, one in the Working House and one in the River House.

When a conveyor is ready to receive grain, the man in the Storage House cupola plugs in at the most convenient location along the gallery and sets the switch to light a green light near the weighman on either Working House or River House scales floor, and the grain is then started. A turn of the switch puts out the light and starts the bell ringing, a signal to stop the flow. A turn of the switch on the scale floor stops the ring-



Thirty-four Cyclones in a Row With Expansion Chamber and Dust Drains Above at C. & N. W. Ry. Co.'s Elevator.

ing of the bell and the operator in the cupola may then signal when he is ready to receive more grain. A locking device is provided which prevents a switch being turned when it is disconnected.

PASSENGER TRANSPORTATION: Ample means have been provided to facilitate the movement of workers employed in this huge plant. Stairs, dummy elevators, sliding poles and electric passenger elevators are used to save time and increase the effectiveness of the men employed.

Five flights lead from the first floor to the basement of the working house. Two main flights of stairs, built in Working House bins, one near the north end, the other near the south end, lead from the first floor to the distributing floor; three flights from the distributing to the top floor and one flight to the roof, through scuttle.

At the east side of the Working House in the middle of the building, a stairway, enclosed by a 2 in. reinforced concrete firewall, leads from the first floor to the top of the building. Another stair, in the north elevator wall, leads from the first floor to the bin floor.

Fire escapes lead from each end of the roofs of Working and River Houses to the conventional height from the ground.

Frequent travel between distributing and scales floor is essential. Two standard Humphrey Endless Belt Elevators are installed to meet this need, each of which

is operated by a 5 h. p. 1200 R. P. M. belt drive G. E. Motor. At the top of this lift, where the belt passes over the head pulley, is a safety switch. If for any reason a passenger neglects to leave the lift at the scale floor, contact with the lever instantly shuts off the operating power.

Quick descent from scale floor to spouting floor and then to distributing floor is assured by two sets of sliding poles of 2½ in. polished brass. The slide is from one floor to the next below, where the traveler "changes cars" for the next stage of his journey. These serve as a complement of the Humphrey man lifts.

Two electrically operated passenger elevators, installed by the Altizer Elevator Co., one at either end of the Working House, are operated between the first floor and the top story of the cupola. Each is provided with safety clutch devices.

A means of written communication is furnished by a dummy elevator from the first floor to the weighman's office on the scale floor. Two boxes are hung as counterweights and are carried by a small steel chord. This is provided to facilitate the handling of tickets and written communications between the superintendent and the weighmaster.

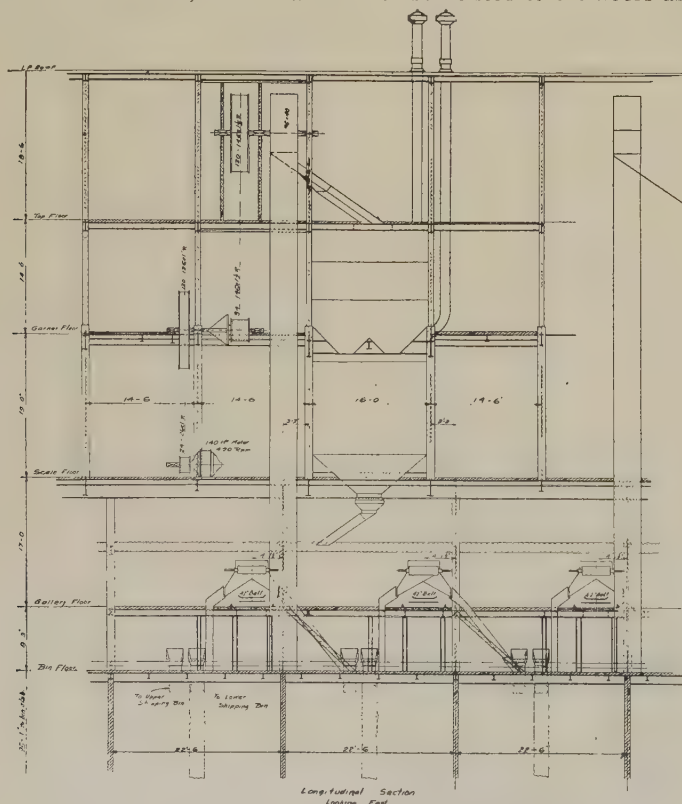
A six ton freight hoist is built in one of the bins near the south end of the Working House. An opening in the cupola floor above the bin floor permits material to be hoisted to the floors above.

The Storage House.

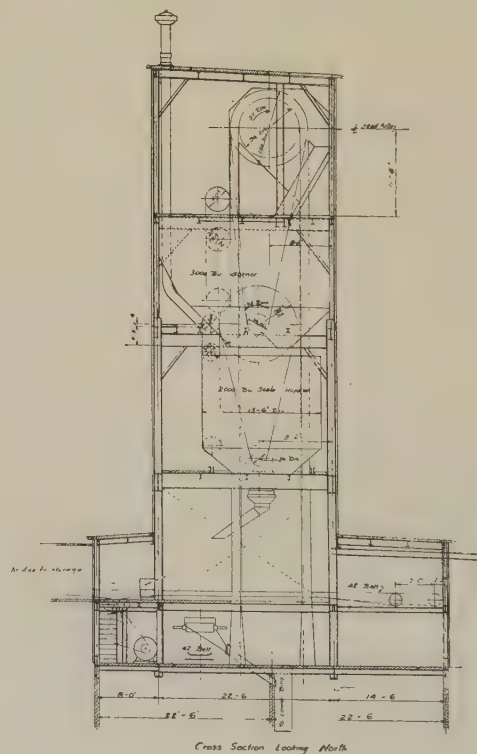
The original design called for 196 cylindrical storage bins 21 ft. 11 in. in diameter, inside measurement, and 105 feet deep, with 7 in. walls, and the resultant interstice bins, arranged in a square, with fourteen bins to the row. Of that number 104 cylindrical bins and 84 interstice bins have been built, occupying a ground space 293 ft. 1 in. by 180 ft. 7 in. Each cylindrical bin will hold 32,000 bus., the interstice 8,000 bus. All bins in Storage House, Working House and River House are hopper bottomed. Sixteen of the cylindrical bins and nine of the interstice bins are floored over and used exclusively for the storage of oats.

Through the tunnels under the storage bins are eight 42 in. reversible rubber belt conveyors, which receive grain thru bifurcated belt loaders and deliver it to shipping legs of the River House or Working House. Type I 50 h. p. 514 R. P. M. belt drive G. E. Motors drive the conveyors.

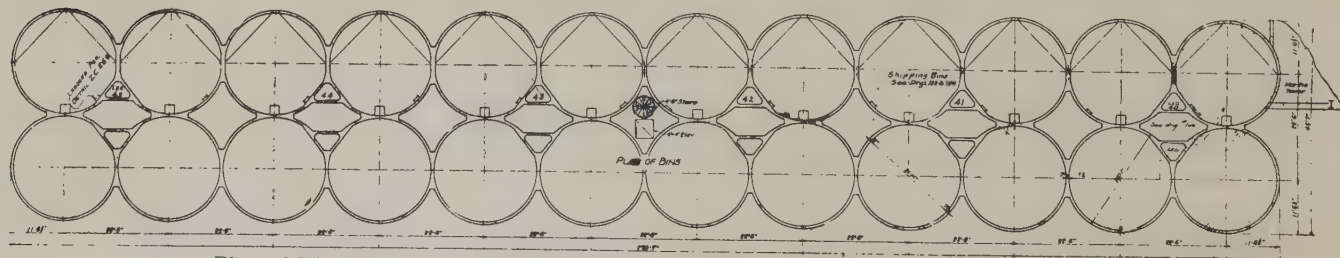
In the story over the storage bins seven 42 in. reversible rubber belt conveyors are employed to carry grain from the cupola of the Working House to storage bins, or to the cupola of the River House or the reverse. Each of these belts is equipped with a self-propelling reversible four-pulley tripper which can be placed to discharge to bins on either side, to interstice, to the first row of bins in the Working



Part of Longitudinal Section of River House Cupola.



Cross Section River House Cupola.



Plan of Bins in River House, C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.

House or the bins in the River House.

These belt conveyors also are driven by 50 h. p. 514 R. P. M. silent chain drive G. E. Motors. Changing two of the phases changes the direction in which the revolving element rotates, thus reversing the direction in which the belt conveyor moves.

The belt conveyors throughout the plant are carried on rollers with pivoted bearings, the upper belts being supplied with concentrators, the lower belts with guide rollers.

PORTABLE BELT LOADERS are used at many points. All grain to and from the storage bins is carried by rubber belt conveyors, and belt conveyors also are used in River and Working Houses, and shipping gallery. Two traveling loaders are used on the reversible transfer belt in the basement of the Working House; two for each of the two transfer belts in the cupola; two for the reversible transfer belt in the basement of the River House and two for the reversible transfer belt in the cupola of the River House.

Two pairs of adjustable concentrating rollers are provided to trough the belt at the loaders, the loaders being held firmly in place on the rails. The loaders are so constructed and of such size that grain spouted to them from any point is loaded on the belt to its full concentrated capacity without spilling.

ALL TRIPPERS are self-propelling, using power imparted to them from the conveyor belt and are provided with clamps to hold fast to the rails. Levers are used to throw the trippers in or out and all trippers are provided with locking devices. Trippers are geared to travel 100 ft. a minute in either direction with a belt speed of 800 ft. a minute. All trippers are supplied with spouts to discharge either to one or both sides as location may demand. All four pulley trippers have two pairs of vertical guide rollers and the two pulley trippers have trailers with guide rollers.

At intersections of belt conveyors and runways light weight hinged iron bridges are used for the safety and convenience

of the workers desiring to pass over a conveyor belt. These may be turned back to permit tripper or loader to pass.

The River House.

Grain may be delivered to the River House by any of the belt conveyors below or above the storage house, or from the marine tower which adjoins it on the south end. It is 270 ft. 7 in. long and 45 ft. 7 in. wide, and 184 ft. high. Its 24 cylindrical bins are 22 ft. 6 in. center to center and 95 ft. deep. Eleven interstice bins are also provided.

The grain handling equipment includes six legs, two 42 in. belt conveyors, one in the cupola, the other in the basement running full length of house and the big marine leg. Belt conveyors are driven by Type I, 40 h. p. 514 RPM belt drive G. E. Motors. Under the wharf is a 36 in. belt conveyor used to carry grain to the shipping gallery. Drive is by 100 h. p. 514 RPM rope drive G. E. Motor.

SIX LEGS, equipped with 8 x 8 x 18 in. buckets staggered, and 96 in. head pulleys, receive grain from the inside row of bins, by tripper from the basement belt conveyor or from the pocket bins below the shipping bins. The legs are driven by type I 140 h. p. 514 RPM rope drive 3 bearings G. E. Motors. They elevate to 3,000 bu. garners in the cupola over the 2,000 bu. Fairbanks Scales, of which there are six.

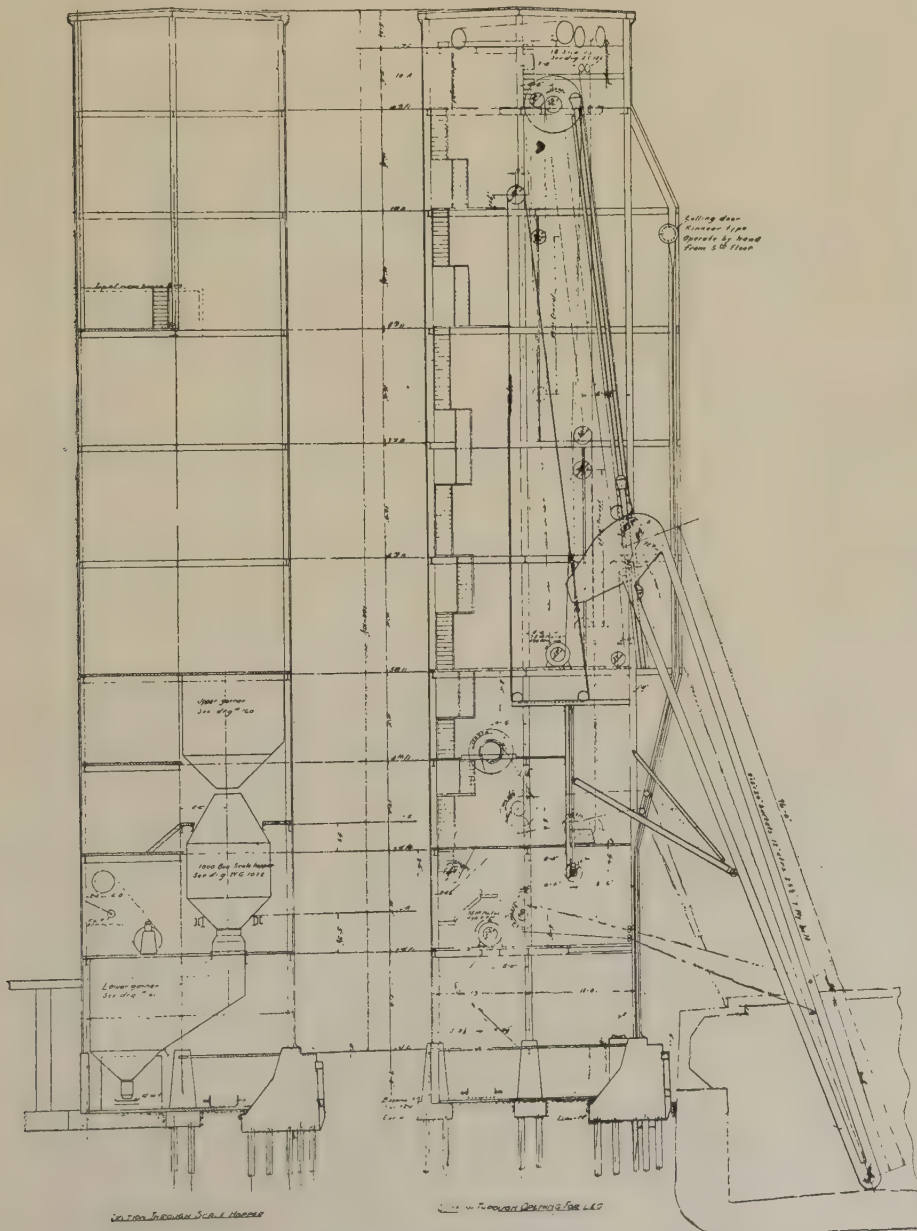
Scale hoppers discharge to adjacent bins through spouts or to Storage House belt conveyors within reach. Also, they may discharge to the 42 in. cupola belt conveyor which is equipped with tripper and two traveling belt loaders and in this way discharge to any belt conveyor above the Storage House, thus reaching any bin in the Storage House or Working House.

In the basement, a 42 in. rubber belt conveyor, with loaders and trippers, receives grain from the inner row or River House bins, from the basement conveyors of the Storage House or from the pocket bins below the shipping bins, and discharges to the shipping legs.

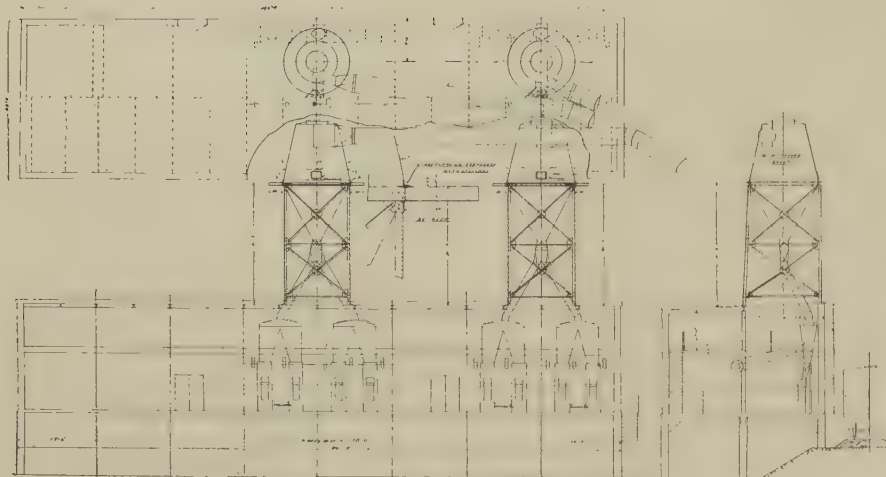
The 36 in. belt conveyor under the wharf receives from any of the shipping bins and delivers to the shipping gallery. The spaces under the shipping bins, designated as Shipping Bin Pockets, may also discharge to the shipping gallery conveyor, to the legs or to the transfer belt in the basement.

GRAIN MAY pour through the twelve large vessel loading spouts as fast as it can be delivered to the 12 bins above. Each of the shipping bins is equipped with a rack and pinion bin valve, with ropes for operating same carried to a convenient point on the first floor. Hoisting winches are furnished to handle each vessel spout, a large drum operated by hand taking up or paying out cable as needed. The vessel loading spouts are so arranged they may return grain by means of auxiliary spouts to the receiving legs in the basement, to the shipping gallery belt or to the basement transfer belt.

In loading vessels the extreme flexibility of the elevator again is brought out strongly. The 12 shipping bins of the River House hold 192,000 bus. of grain. River House legs can deliver 120,000 bus. an hour from storage. The seven cross belts above the storage house will deliver at the rate of 20,000 bus. an hour, each. Shipping gallery spouts will deliver 15,000 bus., making the total boat loading capacity for the first hour 467,000 bus. and 275,000 bus. for each hour thereafter. To develop this capacity it would be necessary to weigh and store all the grain the



Sectional View of Marine Tower, C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.



Longitudinal and Cross Section of Dust House, C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.

shipping bins will hold, then to use the six shipping legs in the River House and six legs for shipping in the Working House.

The River House has its own passenger elevator, stairway in Marine Tower to distributing floor, and at convenient points in cupola. Richardson Grain Separators will soon be installed in the River House for separating small grain from wheat.

Scale floor in River House has signal system to belt conveyors in basement and cupola of Storage House and signals, also, for legs.

The Marine Tower.

At the south end of the River House the marine tower, 28 ft. by 32 ft. 6 in., rises to a height of 145 ft. above the wharf, with a 7 ft. 4 in. basement. This is built entirely of structural iron, with concrete curtain walls and 3 inch concrete floor. A steel stairway leads from basement to roof.

This is a needed and welcome addition to South Chicago's grain handling facilities. The marine leg is 96 feet from center of the 72 in. head pulley to center of the 18 in. boot pulley. The 8 x 8 x 24 in. buckets are mounted on a 24½ in. 7 ply rubber belt, 12 in. centers. A 75 h. p. 514 RPM rope drive G. E. Motor furnishes power for the leg.

The leg, with counterweights, weighs about 35 tons. The cross-head is built of structural steel, suspended by a ¾ inch steel hoisting cable, operated with a winch. A screw pusher shoves the leg out over a boat and it then is lowered by the winch. Power to move leg is furnished by a 75 h. p. 514 RPM rope drive 3 bearings G. E. Motor.

Compressed air for controlling the working of the shovels is supplied by an 8 x 8 in. double cylinder, single acting belt driven Curtis Air Compressor, with a 3 x 6 ft. heavy steel air storage tank. The air pump is equipped with a governor to maintain the pressure at the desired point. All air appliances conform to the Westbrook system.

The elevating capacity of the marine leg is 20,000 bus. an hour. Equipment provided for unloading cargo grain includes four ship shovels and drums and four cleanup shovels and drums with their respective complements of dock, hatch and hold fittings, blocks, scoops and ropes for getting at the cargo quickly.

Delivery is made to a steel garner equipped with a properly counterweighted sliding apron in steel guides which rises

and falls with the marine leg. The garner is equipped with a telltale spout. Both garner and hopper are vented through the roof.

All elevator equipment, bearings, spouting, turnheads, loaders and trippers, car and ship shovels, car pullers, boots, gratings, etc., were furnished by the Webster Manufacturing Co. This company also supplied the big marine leg, 96 feet long from center to center of head and boot pulleys. It was built at Tiffin, O., and carried on three flat cars to Chicago, loaded on barge and towed to the marine tower. Practically all of the equipment was made to conform to the special designs furnished by the engineers.

The Shipping Gallery.

After a vessel has taken on the greater part of its cargo, it is moved to the shipping gallery to receive its trimming. This gallery is of the new incline type. It ends at a point 577 ft. 3 in. north of the center of the last shipping bin. From the point where the gallery emerges above the wharf floor to the level section is 225 ft., and there is another 225 ft. of gallery for the spouts. The gallery rests on steel bents spaced 45 ft. centers, and is enclosed with 2 in. reinforced concrete curtain walls.

A 36 in. rubber belt conveyor is located under the wharf and follows the incline up to the level part of the gallery where it discharges to the first shipping spout. It will discharge grain, also, to the belt conveyor in the shipping gallery, which by means of a two-pulley tripper, can discharge to any of the five additional shipping gallery spouts. Both conveyors are driven by General Electric Motors. These spouts are of the same style and have the same equipment as the twelve spouts on the shipping bins of the River House.

SIGNALS to the shipping gallery from the working floor of the River House are provided. A green light calls for spouting grain to the 36 in. shipping belt conveyor and the bell says to "Shut 'er off." It is operated from the shipping gallery.

CONCRETE CURTAIN WALLS of the structural iron buildings, track shed, Working House cupola, River House cupola, marine tower and shipping gallery, aggregate 180,000 sq. ft. This is the first use of the concrete curtain wall on such a large scale. Structural members of the frame work largely are vertical to avoid shelves on which dust could collect. To these a heavy wire mesh fencing is secured. A form of light wood is attached on the outside and the preparatory work is done. The curtain walls then are "shot" on by means of cement guns to a thickness of one inch, which is half the thickness of the wall. About 24 hours later the form is removed and the remaining half of the wall is shot into place from the other side, placing the reinforcement approximately in the middle. The concrete is a one to three mixture. The wall is very dense and said to be impervious to moisture.

The Bin Thermometer System.

The Zeleny Thermometer system is installed in 210 bins, so as to enable operators to detect heating grain the minute it gets out of condition. Twenty reading stations are provided, one every five feet in the cylindrical bins; and ten reading stations, one every ten feet in the interstice bins, making a grand total of 3226 reading stations. All of these readings are brought to one central switchboard located in a tile room especially designed for it in the story above the storage bins. This room is in no wise affected by vibra-



Private Office of Joseph Stewart, Superintendent C. & N-W. Ry. Co.'s Elevator.

tion, making it possible to secure quick readings.

The switchboard has 210 plugs, one for each bin. To read the temperature of a bin the operator plugs in on the number corresponding on the switchboard, then turns a switch on the dial before him, which shows the depth. As this dial is turned the temperature at each point appears on the reading scale and is recorded. Readings of the temperature of grain in each bin and for each depth of each bin are taken separately. Readings may be taken as often as desired. Usually once a week is sufficient. The temperatures are accurately recorded and the operator kept informed of the condition of the grain in each bin, thereby saving the expense of turning grain on suspicion.

General Features.

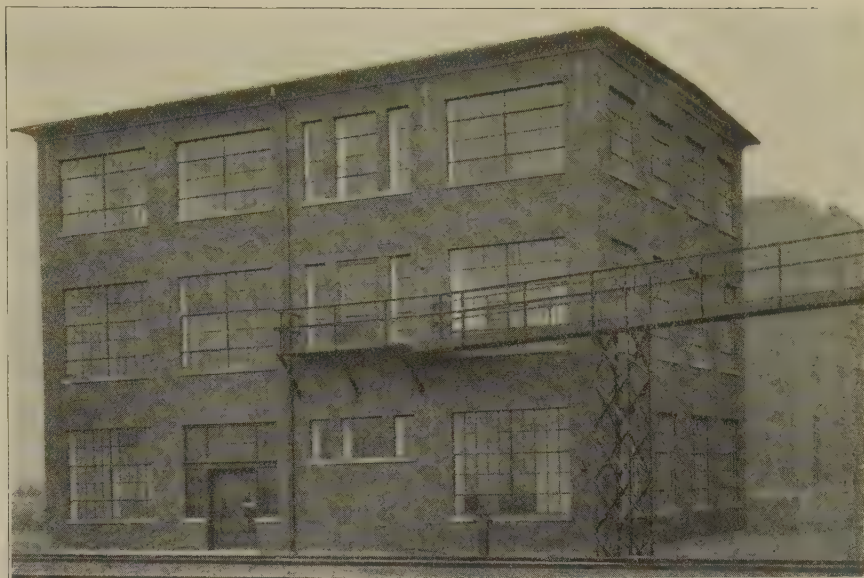
All elevator belt ways are equipped with iron ladders, similar to the bin ladders. They are hopper bottomed and built to shed dust into the elevator cases at the bottom. Where a spout delivers grain against a concrete wall, the face of the wall receiving the grain is covered with steel plate.

SPEAKING TUBES: Working and River Houses are equipped with a system of speaking tubes. In the Working House these are built from end to end of the dummy chute and from scale floor to distributing floor with offset at spouting floor. In the River House they run from scale floor to basement and from scale floor to bin floor.

LIGHTING SYSTEM: Power current is stepped down in the power plant to furnish 110/220 volt, three wire, single phase, alternating current for lighting. Distribution is by means of lead covered cables laid in the subway in which the power cables are carried.

The lighting is divided into convenient circuits and controlled at the taking off end by panel boards conveniently located. All lights are incandescent, a total of 1739 bulbs being used.

NUMBERING: All bin discharge spouts are numbered. Each leg case is numbered at each floor. Each garner and scale hopper is numbered and each spout to a bin or conveyor is marked with the number of the bin or conveyor to which it discharges. In the Storage House where the trippers discharge directly to



Office Building, C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.

the bins the bins are numbered with black figures or white, attached to the railing.

Spout holes in bin floor are given the number of the bins to which they lead, 2 in. metal figures being set in flush with the top of the floor.

TAKE-UPS: All belt conveyors are equipped with take-ups with ball and socket bearings. Screws are 1½ in. in diameter and provided with lever and ratchet attachment for operating. Clamps of special design are used to tighten elevator belts.

FIRE ALARM: At ten vantage points in the plant fire alarm boxes are installed which connect with annunciators in the fire pump room in the power house. This annunciator has a dial showing the station from which the alarm is turned in.

TELEPHONES: An elaborate telephone system affords quick communication between workers. Switchboard and terminal are located in the power house. Thirty-four instruments are used, with phones in track shed, working house, driers, storage house, power plant, river house, grain sacking room, dust house, marine tower, shipping gallery, welfare building. Shipping gallery is equipped

with jacks and plugs so a portable phone may be used. The automatic system is employed, with full metallic circuit and central energy system.

ROPE TRANSMISSION: Approximately eleven miles of transmission rope is used to step down the speed of the motors to the speed required for operating the 44 legs. Transmission is from motor to line shaft either by silent chain or rope, then from countershaft to sheave on head pulley by rope. The total used was 58,013 ft., all of which was supplied by the St. Louis Cordage Co. This is high grade, long fibered Manila hemp, treated with acidless tallow, in four strands with center core. Sizes used ranged from 7-8 to 1½ in. Drives vary in length from 95 to 1286 ft.

All tension wire cable is of standard galvanized crucible steel hoisting rope type, of six strands of 19 wires each, with a hemp center.

OPERATING ADVANTAGES: Ample room is left at each machine, boot, scale and garner and around all motors and machines for cleaning and lubrication. Oil cups are provided wherever necessary and drip pans are supplied for all bearings except conveyor roller bearings and ring oiling bearings. Another means provided to keep machinery in condition is a portable pneumatic cleaner, used to blow dust from motors, coils, driers and other equipment that can be reached effectively in no other way.

Flexible Power.

This mammoth plant is predicated on and made possible by electric power. Reference to the plat showing the dimensions and location of its several units will disclose the impossibility of the old style transmission of power by belt and shaft, being used. Employing individual motors to operate the various units of equipment, when and as their operation is required, is such a commonsense, practical economy in the application of power that it receives less consideration than it deserves.

Put the idea of transmitting all power for this plant by shaft, up to an engineer and he will tell you promptly that it could not be done, but, granting that it could, he would add that it would take



Interior of General Office, C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.

more power to drive the shafting than to operate the machinery.

Flexibility of power in this elevator begins with the origin and extends through to its application, by General Electric motors, directly to the mechanism that is to be operated.

POWER BUILDING: In the big brick power house, Westinghouse Church Kerr & Co. have built a power plant, of their own design, that has met every test and has satisfied every requirement of those who operate the plant.

This power station is developing and delivering in electrical energy the equivalent of 4,700 h. p. The power house is securely anchored to a foundation put down with a view of permanency.

The power building is of brick, roofed with gypsum blocks. A Radio brick stack 200 feet high insures ample draft for the furnaces.

Provision is made for carrying 400 tons of coal in overhead bunkers. Boilers are fitted with Westinghouse underfeed stokers with forced draft equipment capable of operating them at 200 per cent of rated capacity. Stokers are designed automatically to burn enough coal to maintain the steam pressure, regardless of the demand for steam. Coal is delivered from the overhead bunkers to stoker hoppers by chutes, the chutes being fitted with measuring hoppers which keep track of the coal burned under any boiler. The steam plant furnishes power for the electricity, for drying grain, for the bleachers and for heating the offices and welfare building.

The coal handling apparatus, in addition to that employed in stoking the boilers consists of a track hopper to receive coal from cars, a coal crusher, bucket elevator, delivering to belt conveyor from which the coal is distributed by an automatic tripper.

Ashes are taken from the hoppers under the stokers by a steam jet conveyor and carried to an overhead ash bunker constructed for delivering either to cars or wagons.

Water is brought in from the Calumet river through a 36-inch inlet pipe and the surplus returns through a 36-inch overflow pipe. Water for the boilers is delivered to a Hoppes open feed water and measuring tank. Other equipment includes two turbine driven centrifugal boiler feed pumps, two service pumps and one 1000 gallon Underwriters fire pump. The quantity of feed water used is recorded by the Hoppes measuring tanks.

The steam plant furnishes 40,000 pounds of steam per hour at 100 lbs. gauge pressure at the temperature of saturated steam at the pressure for drying grain. Reduction is by means of a Desuperheater which automatically maintains the predetermined temperature by means of spraying water into the steam. The boiler room also furnishes live steam at reduced pressure for heating the elevator buildings. The engine room basement contains hot water heater and booster pumps for supplying hot and cold water for the office and welfare buildings.

In the boiler room are six 500 h. p. Sterling boilers, 200 lbs. pressure, 150 degrees F. superheat. There is room for two more boilers should additional power be needed.

Condensing equipment is located in the basement and consists of LeBlanc con-

denser with turbine driven air and circulation pumps.

Steam power is converted into electrical energy by two 1500 and one 500 K. W. Westinghouse turbo-generators, with one steam driven and one motor driven exciter. Current is generated with 600 volts.

Steel valves with Monel metal trimmings and steel fittings are used on all high pressure lines, which are of steel with Van Stone joints. Exhausts and low pressure lines have iron fittings and steel pipe screwed joints.

Fire pump automatically measures 150 lbs. pressure to the fire system of 10 inch, 8 inch and 6 inch pipes located throughout the plant.

The engine room contains an overhead engine room hand operated crane and locomotive air compressor for furnishing air to clean generators and switchboard. A guage board in the engine room shows live steam, vacuum, exhaust steam and water pressure maintained at all times.

Ellison's Compound boiler draft gauges, combined differential and pressure gauges, show the draft below the fire, draft above it and air pressure outside, with which information the operator can establish ideal combustion conditions.

The switchboard is built into a mezzanine floor at one end of the engine room, with the switches in concrete cells in the basement immediately below.

The system employed makes it possible for an operator in the plant to throw off the power while oiling, cleaning or repairing a machine and power cannot again be turned on until a signal is given from the take off end of the line.

A high power storage battery also is located on the mezzanine floor. This has 60 cells with room for 12 additional cells. It is employed to operate signals, gives starting power, current for temporary lights and for any emergency uses.

The Westinghouse Terrell regulator enables the operator to justify the currents produced by the three turbo-generators before they are thrown together, thus obviating the possibility of one generator being used as a motor to run the others.

Graphic watt meters show the amount of current being used on each one of the several feeder lines.

The Motor Installation.

All motors are equipped with starting compensators with low voltage release coils and overload relays with steel plate covers. The motor connections leave the motor frame through conduit terminal boxes for conduit wiring and flexible armoured conduit connections to the compensator. The squirrel cage motors have dust proof bearings and electrically welded end ring rotors. The number of each type and size furnished ranged from one to 24, the latter being the 7½ h. p. motors for the car shovels. Sizes ranged from the 5 h. p., which run the Humphrey man lifts, to 140 h. p. of which 12 are employed to drive the shipping legs in the Working House and River House. Speed of motors varied from 450 RPM for the motors driving the legs to driers, to 1200 RPM, the speed of the motors driving the drier fans.

Current is carried from power house to central distributing stations in the elevator by copper cables covered with paper and encased in lead. These cables transmit one ampere per leg for each h. p. of motor capacity under a requirement of maximum cable temperature during warm weather of not exceeding 150° F. Transmission loss between power plant and centers of distribution under full load does not exceed 4 per cent.

All wiring is carried in rigid iron conduits in as direct lines as possible from distributing centers to the compensators located near their respective motors and hug the concrete surface over which they pass.

Motors operate on 550 V. 3 phase 60 cycle circuits. Maximum permissible temperature rise under continuous full load is 40° C. All temperatures are by thermometer based on ambient temperature of 25° C.

The total load of all machinery is between 7500 and 8000 h. p. This is carried on eighteen circuits each of a nominal capacity of 500 h. p. It is not possible to operate all the machinery at one time and probably not over half ever will be in action simultaneously.

Auxiliary Buildings.

Great industrial establishments are now planned differently. In the days of hand work any building that would house the workers would answer. With the increase in the use of valuable machinery came an absolute demand for structures that would protect from the elements and for means to keep the machinery in condition.



Welfare Building, C. & N. W. Ry. Co.'s Terminal Elevator at South Chicago.



Interior of Mess Hall, C. & N.-W. Ry. Co.'s Terminal Elevator.

Next attention was centered in providing conveniences and comforts for the human machines. All of these factors were taken into account when planning this elevator. Private rooms over the office afford accommodations for the assistants of the superintendent and the clerical force. Sleeping quarters are provided for the men in the welfare building and food for both is prepared in the commodious kitchen of the latter.

OFFICE BUILDING: Adequate room for all engaged in directing affairs at this elevator is provided in the 42x58 ft. office building adjoining the receiving tracks about 100 ft. north of the Working House. The main entrance is from the west. Communication between track shed, Working House and office is facilitated by an overhead passageway connecting the second story of the office with the overhead ways in the track shed.

The first floor of this brick, glass, steel and concrete structure, whose general character is shown in the engraving, is assigned to heads of department: sampling, testing, millwright and others.

Ascent to the second floor is by stair. Here are the offices of Superintendent Joseph Stewart, formerly superintendent of Armour's B and B Annex and the Minnesota Annex. This is located in the Northeast corner of the building. Entrance to this office is through the general office, a large, well lighted room occupying the greater part of the second floor space. Just off the Superintendent's private office is his bed chamber. One smaller private room, toilets and shower baths occupy the remainder of the second story floor space.

The general office has telephone connections with all working parts of the elevator, using the automatic telephone system. The office is connected with the offices in the Working House by a pneumatic tube system, and also by the elevated walk through the track shed and grain sacking room.

Absolute accuracy in the receipt and acknowledgement of orders and instructions from the main office is assured by use of the Telautograph, one terminal in the general office on the second floor at 122nd Street, the other in the head office in Chicago. This wonderful arrangement takes a written message and encribes it immediately and exactly at the receiving end. It transmits messages in either direction.

On the third floor are located six magnificent private bed rooms, with large closets, which will be fitted and furnished for the use of the officers or visitors who desire to remain over night at the plant.

WELFARE BUILDING: This structure is built of brick and concrete, as are all of the auxiliary buildings. It is 82x65 ft. It lives up to its name in that it is equipped to provide for the comfort of the workmen employed in the plant. Kitchen, dining room, lockers, toilet and showers are located on the first floor. Entrance is through a wide hall, which gives access to the dining room and to the kitchen, with its big ranges, cold storage room and pantry. Further along the hall opens into the locker room, with its 214 modern steel lockers, 24 enameled washbowls and eight showers. The dining room north of the kitchen will seat 150 at a time.

The second floor is divided into three apartments. A private dining room, seating about 20 is served from the kitchen below by dumb waiter. The remainder of the second floor is divided into two large bunk rooms in which sleeping accommodations for 175 workmen are provided.

All floors in both office and welfare building are of reinforced concrete, 3 in. thick and covered with battleship linoleum, glued to the concrete. All trim in the office building is plain red oak. Southern pine is used for trim and built-in furnishings in the welfare building.

SHOP BUILDING: This is located immediately west of the welfare building.

It is 32x82 ft., and divided into machine shop and carpenter shop departments. Machine shop is equipped with drills, lathes, punches and other appliances. Power is furnished by a 35 h. p. General Electric motor.

GARAGE: A four-stall steam heated brick garage, with gasoline storage has been built in near the power plant.

ROUND HOUSE: The Chicago & North Western has provided facilities for keeping up its end of the work. In addition to the vast mileage of siding and storage tracks, the railroad has built a three stall brick round house, a fuel station with holding capacity of fifty tons and a 47,000 gallon water tank, to supply its switch engines.

This magnificent plant has been leased by the Armour Grain Co., and will be taken over and operated by the lessee January 1.

STARVING FINNS are to get 40,000 tons of corn and oats and a representative of the War Board who will see that the Finns get it, not Kaiser Bill's cohorts.

SO MANY grain elevators and flour mills are being set afire by arch enemies of the country, that it behooves every man whose house contains any grain to guard it vigilantly at night and keep strangers away from it during the day. In Ohio the U. S. District Attorneys are requiring the owners of food storehouses to make every change necessary to reducing the fire hazards reported upon by insurance inspectors, so the condition of the property will certainly be improved, even tho the enemies of the country are not held in check.

FARMERS in some sections of the country are being warned by the agricultural experts to expect an unusually large crop of grasshoppers in the spring. An opportunity is offered the grain dealers to lay plans during the winter for organized and effective co-operation with the agricultural colleges and the departments of agriculture in measures to combat the pest in every locality where the need develops. It is an opportunity for the dealer to serve his patrons, his country and himself and those dealers who take advantage of it will find that it will pay.



Washbowls and Lockers in Welfare Building, C. & N.-W. Ry. Co.'s Terminal Elevator at South Chicago.

Concrete for the Country Elevator.

BY P. M'ALLISTER.

The country grain dealers, thru the progressive grain journals, are being educated constantly along the lines of better equipment, better physical condition of their property and better elevators. In these educational articles mention is made frequently of "concrete" elevators; but seldom is the grain dealer given any other information than that they are fire-proof.

About 1905 reinforced concrete came prominently before the grain trade by being used in the construction of storage tanks. Since then its employment has progressed by leaps and bounds until today about 90 per cent of the grain elevators of this country, including country elevators, are being built of concrete.

At first it was thought that economy in construction cost could only be obtained in circular bins; but the use of this material in head or working houses where square bins are used mostly, has proven that concrete is economical (comparatively) in straight walls as well as in circular walls.

Owing to the number of bins required, of small capacity, and the fact that a considerable height is needed for the economic handling of grain, it has been found in most cases absolutely necessary to design the country elevator in the square bin type.

Probably the uppermost thought in the reader's mind is, "What is the comparative cost between wood and concrete?" Also he will say, "I cannot afford a concrete elevator," or "If concrete didn't cost so much I might build a concrete elevator." Reinforced concrete today in the country elevator costs from 30% to

50% more than wood, but in spite of the difference, in the long run concrete is the cheapest. In either case there is no cost for upkeep or necessity for depreciation, but in 5 years, 10 years, and so on, the wood elevator will depreciate at least $2\frac{1}{2}\%$ per year, while the concrete not only does not depreciate but really enhances in value. With these figures it is easy to arrive at the fact that at between 12 to 20 years the depreciation of the wood elevator has made it cost as much as the concrete elevator. Besides this and really of more consequence is the difference in cost of insurance.

The standard or base rate on a wood elevator is \$1.75, but the most elevator operators are paying between \$2 and \$3. The cost of insurance on a concrete elevator is as low as 25c, but averages about 50c. This applies to the grain as well as the building itself. Now we can figure how long it will take to pay for the difference in the cost of the two buildings.

Another advantage obtained in having a concrete elevator is freedom from cyclone hazards, which was fully demonstrated at Andale, Kan., as covered by the Grain Dealers' Journal in the June 10 number.

The fire hazard from external exposure is undoubtedly the greatest and the fact that the owner can go to bed every night and know that the elevator will be there to handle his business should more than offset any opinion he may have as to the first cost.

The question is often asked, "Will grain keep in concrete bins?" The answer is yes, and as evidence to support my claim I cite to the fact that every terminal elevator that has been built in the last five years, of 100,000 bushels or over, has been of concrete. Furthermore,

repeat orders for concrete elevators are being placed by present owners, day after day. As an example, one old established milling company located in the western states has in the last 8 years built over fifty concrete elevators and flour mills of various sizes.

In conclusion it would seem that the grain man with the nation's welfare, food conservation, and his own future interests at heart can ill afford to consider anything but a concrete elevator when in the market for a new building.

UNDER the order giving grain priority over coal and war supplies, a condition soon should arise where the movement of grain from the country points is limited by the retirement of buyers from the market on account of the ship shortage and millers being filled up.

HAY DEALERS are to be required to operate under license by the Food Administration, according to an announcement made by J. Vining Taylor, sec'y of the National Hay Ass'n, following a meeting held in Washington Dec. 14 by hay dealers and officials of the Food Administration. The licensing and monthly reports will be handled in conjunction with those pertaining to manufacturers of feedstuffs as soon as the rules and regulations can be placed in form for distribution. Every hay dealer, whether large or small, will be licensed and must make monthly reports indicating the volume of business and stock on hand. Blanks for this purpose will be furnished by the Administration. The rules will permit the storing of hay and straw for requirements during periods when these commodities can not readily be obtained from the growers, but storing for speculative purposes will not be permitted.

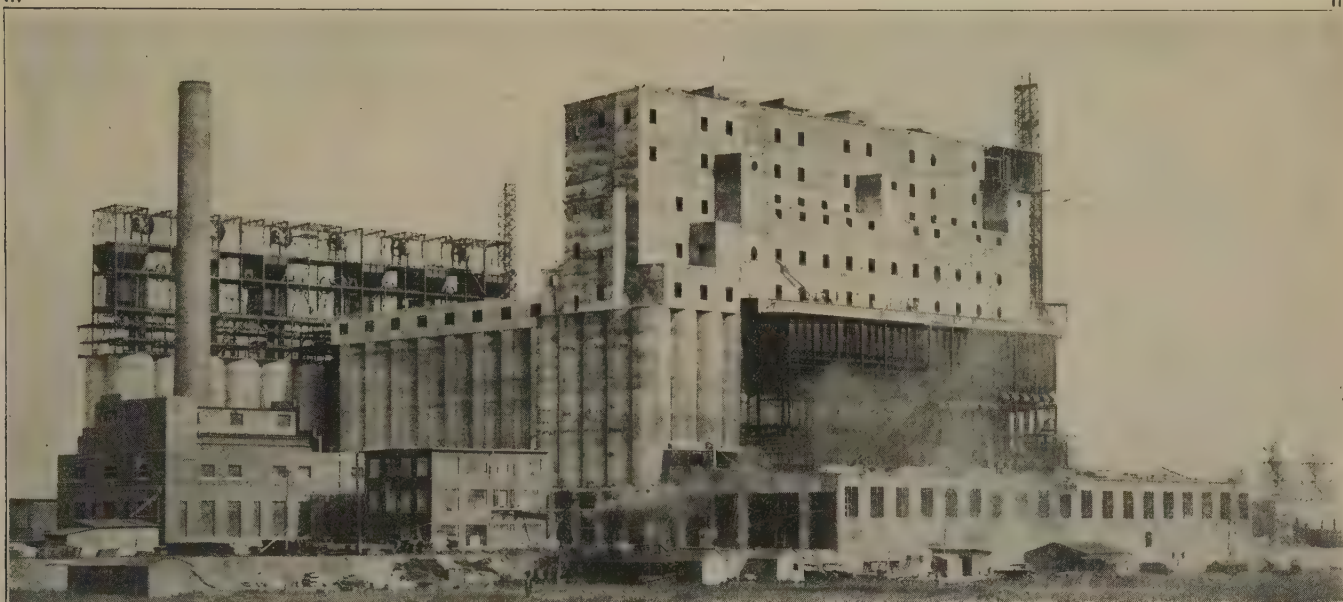
The Operating Force C. & N.-W. Ry. Terminal Elevator.



Front row, left to right: H. A. Ostrom, Ass't Sup't; Joseph Stewart, Sup't; C. P. Hall, Chief Engineer; John K. Thompson, Sup't of Construction for Witherspoon-Englar Co.
Rear row, left to right: J. F. Flisk, Chief Millwright; W. S. Hawes, Chief Clerk; Patrick King, Grain Mixer; C. J. Reich, Foreman.

The Ellis Systems

of grain drying and oat purifying are pre-eminent in their excellence, a fact which is attested by the large number of drier and purifier installations being made by this company in all parts of the United States.



Chicago Northwestern Elevator, South Chicago, operated by the Armour Grain Company.
Six Ellis Continuous Feed Driers Installed.

If you are in the market for a grain drier of large or small capacity or an oat purifier we would appreciate the opportunity of figuring with you.

The Ellis Drier Company
CHICAGO

Grain Driers

Oat Purifiers

HESS DRIERS

Three large units are installed in the new Calumet Elevator, operated by Armour Grain Company.

The lessees of this house had four Hess Driers in use at the time the contracts were let for the Calumet Elevator.

Since that time, for subsidiary companies, three more Hess Driers have been ordered — and installed, now making twelve units used by this company.

A peculiarity of Hess Driers is that when a customer uses one, he supplies his further wants, in driers, by reorders for the same thing.

Hess Warming & Ventilating Co.

907-A Tacoma Bldg.

Chicago, Ill.

POWER PLANT designed and constructed by WCK to operate the Chicago and Northwestern Grain Elevator.

W.C.K.

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Power Plants

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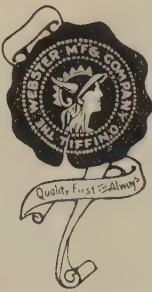
*A purely engineering
organization with
nothing to sell except
our service*

W.C.K.



A WEBSTER

T



HE opposite list gives an idea of how truly the Calumet Elevator can be called a Webster Elevator. All of the items were built in our shops with the same High Quality of design, material and workmanship that has characterized Webster Grain-Handling Machinery for more than forty years of consecutive experience during which there has never been the slightest sacrifice of strength or reliability to meet competition on price alone. We stand for Quality First and Always.

Chicago

The Webster
Tiffin,

ELEVATOR

A

ALL of the belt conveyors, screw conveyors and bucket elevators with their casings; the marine leg outfit complete with ship shovels and clean-up shovels. The car-shovels and car-pullers; the drives for all these including rope-sheaves, tensions and friction clutches. Also the dock-, car-loading, distributing and stationary spouts; the scale, garner and bin-valves with operating mechanisms; the spout-hole and man-hole frames; the spiral stairs, pipe-railings and a host of minor items.

M'f'g Company

Ohio

New York



Fairbanks Hopper Scales installed in the South Chicago-Calumet Elevator

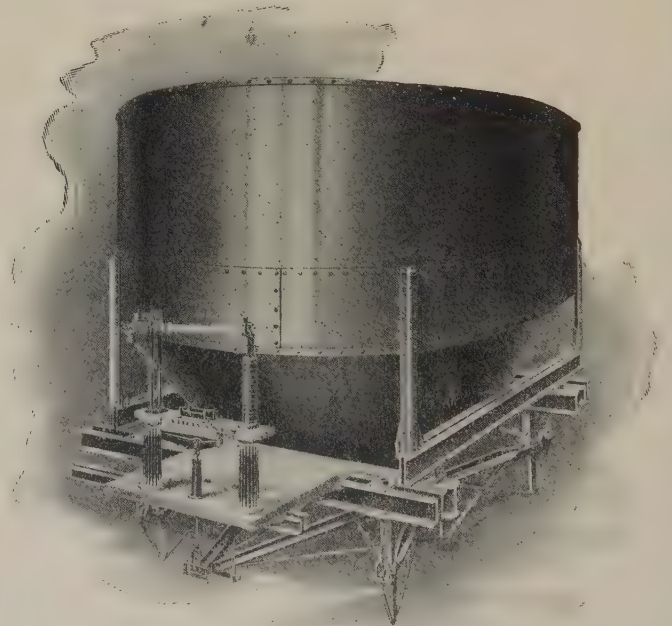
The Natural Selection for the South Chicago-Calumet Elevator—

to provide permanently accurate weighing equipment for the millions of bushels of grain that will pass through.

FAIRBANKS HOPPER SCALES

Accurate—Durable—Authentic

Everyone has a feeling of dependence in the record of weight given by a Fairbanks Scale. You know beforehand that it will be right—you have confidence in it—knowing as you do that it is the accepted standard of weights for the commerce of the world.



Fairbanks Hopper Scale

Fairbanks, Morse & Co.

Chicago

Illinois

An Invitation—

The work of the John S. Metcalf Co. as designing and consulting engineers of the Chicago & Northwestern Terminal Elevator is an invitation to those who would profit by the experience of a dominant organization.

The Metcalf organization—encircling the globe—has always believed in specialization. It's only natural then that such an organization should have been selected as engineers for the world's largest single elevator unit.

Your elevator problems will receive the personal attention of our nearest office, and benefit by the concentrated efforts of all our offices.

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**The Durable and Efficient
MORRIS GRAIN DRYER**
handles grain at such a low
cost, and with such eminently
satisfactory results, that no
progressive elevator can afford
to be without one.

Hence:—

*The installation of a battery
of Morris Grain Dryers in the
CALUMET ELEVATOR
—the Acme of Elevator Per-
fection—followed in sequence.*

THE STRONG-SCOTT MFG. CO.

Sole Manufacturers

Minneapolis, Great Falls, Spokane,
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ARMOUR GRAIN COMPANY

GRAIN DEALERS

Now operating the new Chicago & Northwestern Railroad Terminal Elevator at South Chicago, Ill. Completely equipped with all modern machinery.

Consignments Solicited

*We have every facility for handling all branches
of the grain business*

208 So. La Salle St., Chicago, Ill.

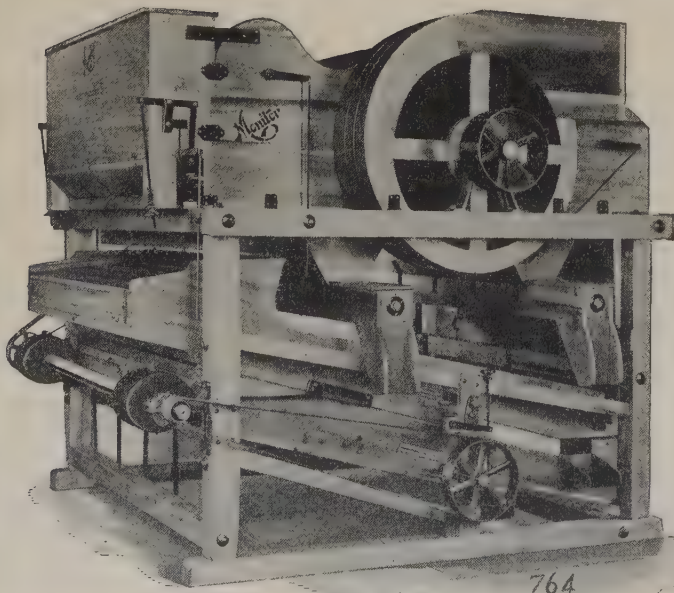


The World's Best Grain for one of the World

In the selection of materials and equipment, the buying policy safeguarding every interest of this enterprise was followed. **MONITORS WON** against all competitors, and won on merit alone.

A cleaning and clipping capacity of nearly 2,250,000 bushels for a 24-hour day, and also a capacity of about 250 tons of screenings recleaning, has been furnished.

A year's time was devoted to the selection of cleaning machinery for this house—and **MONITORS WON**. Two batteries of Monitor separators will take care of the receiving and cleaning of wheat. These have a capacity of 6,000 bus. per hour each. A battery of No. 15 Monitor Automatic



HUNTLEY MAN

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Representatives

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J. B. Ruthrauff, 301 So. Lawrence St., Wichita, Kansas
25 Merchants Exchange, St. Louis, Mo.
A. F. Shuler, 218 Iron Exchange, Minneapolis, Minn.
E. B. Lehrack, 1705 Cypress Ave., Kansas City, Mo.

Cleaning Machines Largest Elevators



Barley Separators, 20 Monitor Oat Clippers, each with a capacity of 1500 bus. per hour, will be direct connected motor driven.

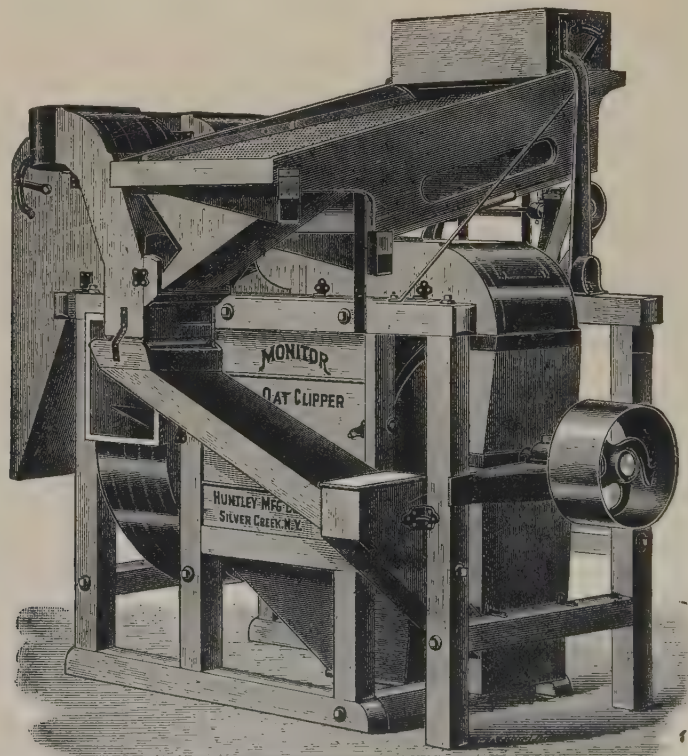
They are of Monitor standard construction, which means that they are the heaviest built machines in the world. All the clippers and cleaners are steel clad and fireproofed. The dust will be taken care of by 8 Monitor all steel heavy service dust packers and we want to emphasize the fact that the Armour Grain Co. has been continuous users of Monitor machines for over 15 years. The Monitor Line leads the world. If you are not up on it send for our catalog, which will be mailed on request.

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A. S. Garman, 202 South Balch St., Akron, Ohio
W. B. Sutton, 326 Boyer St., Dayton, Ohio



THE ANSWER

to the demand for economy and efficiency in the Chicago & Northwestern Terminal Elevator is the Richardson Oats from Wheat Separator. The Richardson Separator separates the volunteer wheat from the oats—it separates the volunteer oats and wild oats from the wheat. And it does these things perfectly.

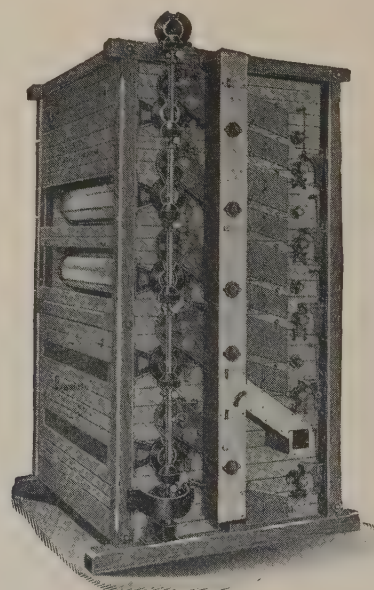
Mixed — these grains grade extremely low.

Separated—they are worth more, because in separating the grade has been raised.

If you would profit by the experience of others — nail the profits down with a Richardson Separator —make sure of every dollar due you.

Send for a list of recent installations in both country and terminal grain elevators.

Richardson Grain Separator Co.
Minneapolis, Minn.



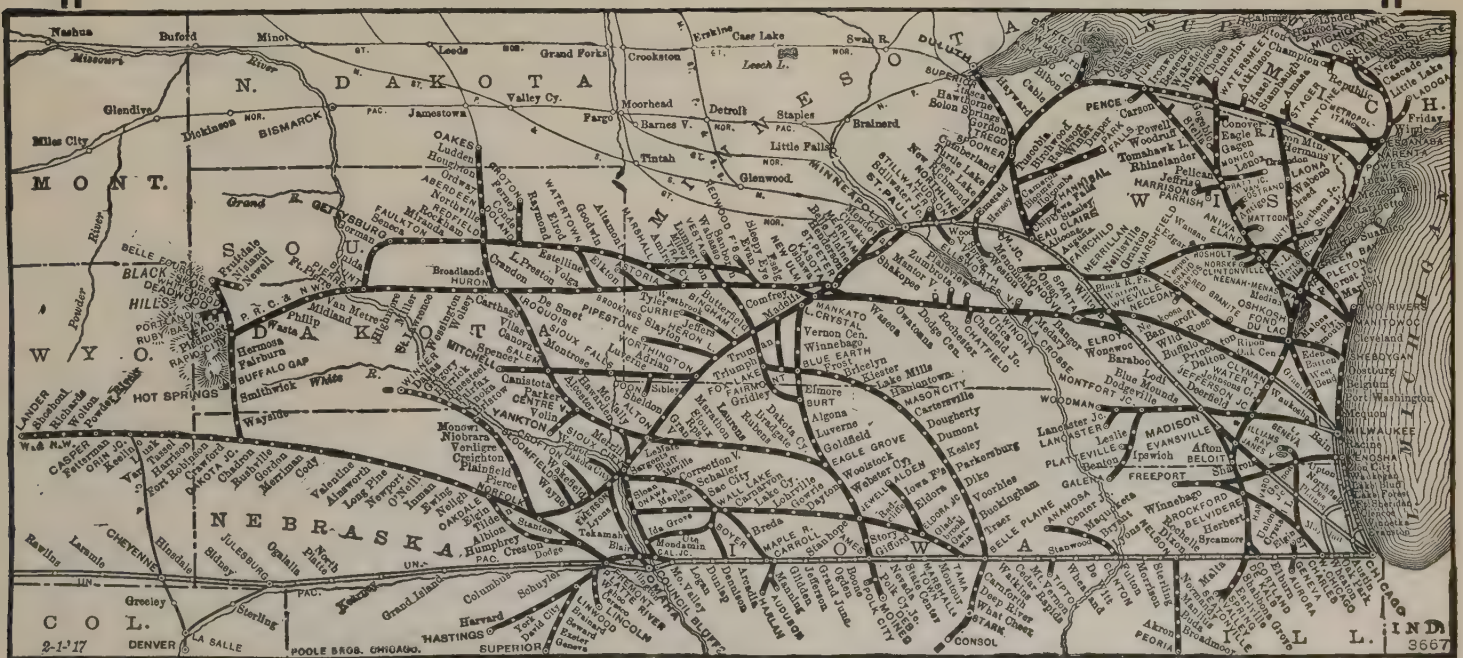


Chicago Passenger Terminal, Chicago & North Western Ry.
"The Gateway to the West"



North, West and Northwest from Chicago, Chicago & North Western Line. Most everywhere you want to go there's a convenient train.

Use it when you go.



Map of Chicago & North Western System



The World's
Greatest
Grain
Elevator
Is Exclusively
Equipped
with the

Humphrey
Employees' Elevators

*The World's Standard
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Humphrey Elevator Co.
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ALTIZER ELEVATORS

were selected for the C. & N. W. Terminal Elevator. The installations consist of 3 passenger elevators and one freight elevator. The passenger elevators have a capacity of 1200 pounds. All elevators are of steel construction and equipped with our latest improved safety devices. The winding machines are of our improved traction. We have made special study of installations in grain elevators and we shall be glad to help solve your problems.

Specify Altizer on your job

ALTIZER ELEVATOR COMPANY

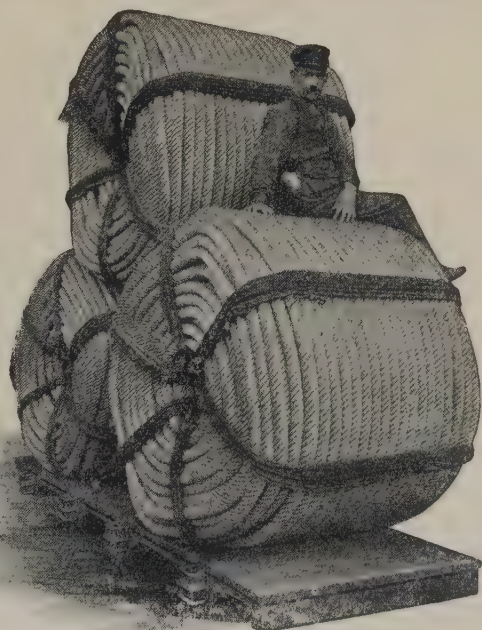
Manufacturers of

ELEVATORS

Steam, Hydraulic, Electric, Power and Hand for
Passengers and Freight

609-13 No. La Salle St.

CHICAGO, ILL.



Insure Your Plant Against
Shutdowns—Install

“AMERICAN” Transmission Rope

Only strictly high grade, pure manila hemp used. Laid in either graphite or tallow.

58,013 feet of this rope—“American” Brand Transmission—now in operation on drives of the Calumet Elevator at South Chicago.

Buy “American” Brand—the best made—your rope troubles will cease.

For Samples, Prices, or Any Information, Address

ST. LOUIS CORDAGE MILLS
SALES DEPT. **ST. LOUIS, MO.**

Booklet on Transmission Rope Splicing Furnished for the Asking.

NO BIN BURNED GRAIN IN THIS ELEVATOR

The C. & N. W. R. R. Terminal Elevator is equipped with a Zeleny Thermometer System. The temperature of the grain in the tanks can be read on the thermometer. A Zeleny System in your elevator will keep you in touch with the grain in your bins, and therefore prevent needless turnings. It's the only system that will give you the exact temperature of your grain in storage. Installed in 900 tanks this year.

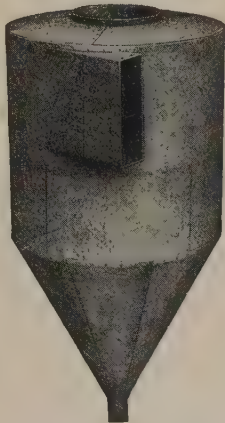
Description and prices gladly sent upon request.



Read the temperature of the grain in your bins.

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Some recent installations
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Armour Grain Co.,
Argentine, Kans.
C. M. & St. P. Elvtr. "E,"
Milwaukee, Wis.
Twin City Trading Co.,
Minneapolis, Minn.
Northrup King & Co.,
Minneapolis, Minn.
C. & N. W. Ry., Council Bluffs, Ia.
Sask. Co-operative Co.,
Port Arthur, Ont.
Canadian Govt. Rys.,
Transcona, Man.
Jas. Richardson & Sons,
Port Arthur, Ont.
M. Sellers & Son,
Ft. William, Ont.
Nye-Schneider-Fowler Co.,
Fremont, Nebr.

The Cyclone Dust Collectors and Dust Collecting Systems

Was selected for The Chicago & Northwestern Railway's New Terminal elevator at South Chicago, because efficiency is wanted for years to come.

The Dust Collector which is selected for a plant of this kind, the greatest in the entire world, is the collector you must specify when placing the contract for your new elevator. A little higher in first cost—but first cost is the only cost.

We have a model to suit your exact needs.

The Cyclone Blow Pipe Co.
Chicago, Ill.



"Western" Pitless Sheller

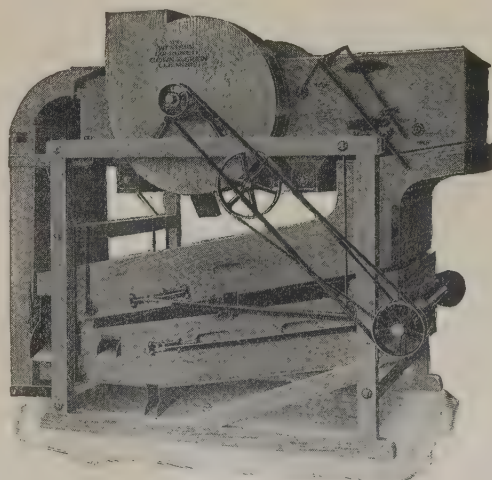
To Our Friends, The

We extend our heartiest thanks for the liberal patronage of the past year, and sincerely trust that in the year to come we shall be fortunate enough to be favored with its continuance.

In our nearly half a century of existence we have striven to handle the business of our patrons in a way that would warrant its continuance. That we have succeeded in this is shown by the many renewal orders we receive every month.

The "Western Line" of elevator machinery has been and will continue to be the foremost equipment offered to the trade. We have spared neither money nor time in bringing it up to its present high point of efficiency.

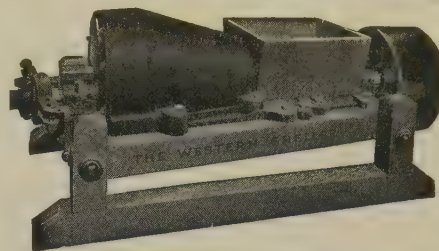
Grain elevator owners who are contemplating the erection of a new plant or the overhauling of an old one, should feel at liberty to consult our engineering department on any problems that may confront them. This is one of the few services that we offer our patrons.



"Western" Combined Corn and Grain Cleaner

UNION IR

Dec



"Western" Regular Warehouse Sheller

American Grain Dealers

Bear in mind that the "Western Line" comprises everything needed to bring an elevator up to the point where it will make money for the owner.

Grain cleaners, shellers, manlifts, dumps, pulleys, shafting, gears, heads, boots, belting, buckets, elevator legs, etc., etc.

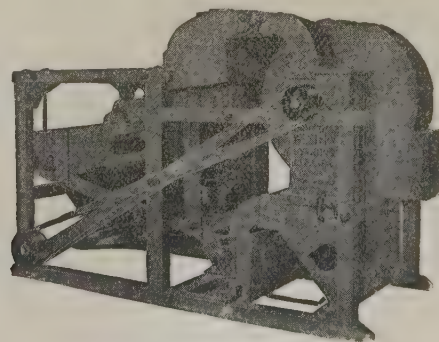
Railroad congestion may delay prompt shipment a little, but we will take care of your business as fast as it comes in.

Thousands of grain elevators throughout the country are equipped with "Western" machinery. If you have any doubt about the efficiency of this machinery tell us so, and we will gladly give you the names of some of these users who will tell you of its merits.

Start the New Year right. Investigate your plant and ascertain just where it is weak. There is some of the "Western" line that will fill the gap. Send for our catalog, so that you will have it handy.

ON WORKS

ur, Ill.



"Western" Gyrating Cleaner

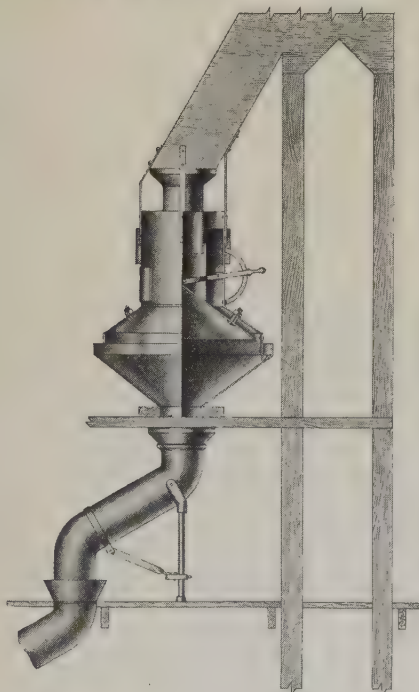
The Spirit of the Season

prompts us to express to you our appreciation for the courtesies extended to us during our most successful year, and to wish you peace and prosperity for the New Year.

International Manufacturing Co.

Crestline, Ohio

OVER THE TOP



of the Distributing Spouts in the Country Elevators of the Largest Grain Company in the World You Will Find

Cupola Grain Cleaners

Cleans, Cools and Conditions All Grains

WITHOUT EXTRA HANDLING.

Invaluable for that Soft Corn.

*Write us for Particulars and Prices.
They Will Interest You.*

CUPOLA GRAIN CLEANER CO.
123 West Madison St., Chicago, Ill.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	Kerosene Engine
Power Shovel	Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

SCIENTIFIC

SCIENTIFIC MANAGEMENT

has converted many a losing concern into a paying establishment. And in the grinding business many millers are deriving all the benefits of scientific management without paying for the service of an efficiency engineer.

There is no secret to success. Take any conspicuously successful milling concern, trace the reason for its expansion—and what will you find?

You'll find a plant equipped with the most improved type of equipment—a plant always looking out for labor-saving and cost-cutting devices—for machines that will cut power and equipment costs and keep operating expense at the minimum.

Bauer
SCIENTIFIC

Ball Bearing
ATTRITION MILLS

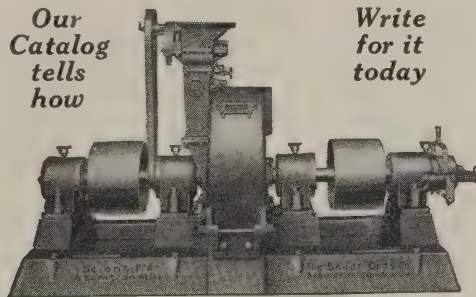
offer you a means of making a greater profit out of your business. Hundreds of the country's most astute millers have been far-sighted enough to discard machines that were giving them satisfactory service—and a comfortable profit—in order to make room for this superior equipment.

These mills have the good health habit—they never get out of order. They are built for service, by experts in grinding machinery, and backed by years of experience. They are money makers and money savers from the word go.

If you want to make 1918 your "big" year—join the ranks of the successful users of Bauer machinery.

*Our
Catalog
tells
how*

*Write
for it
today*



15 to 100 H.P. Belt or Motor Driven

THE BAUER BROS. CO.

Formerly Foos Mfg. Co.

506 Bauer Bldg.

Springfield, Ohio

SCIENTIFIC

Howe-Sonander Automatic Scale Users and Users-to-be

We desire at this time to extend to you our sincere thanks for the kind consideration you have given us during the year just closing, and trust that the New Year will be more than generous in the good things it hands out to each of you.

Howe Scale Company of Illinois

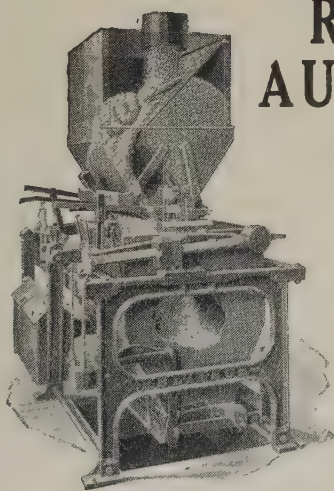
CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.

CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.

ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.

KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.

For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave., So., SEATTLE, WASH.



RELIANCE AUTOMATIC SCALES

contain many features, not found in other automatic scales.

Send for Bulletin which fully explains all the important features of this scale; it shows how frozen lumps of grain, cobs, sticks, etc., are screened out of the grain that flows through the small opening for the DRIBBLE; why the pressure of grain into the weighing hopper is always uniform at the time the beam comes to a balance, and why the DRIBBLE cannot vary, no matter how unevenly the grain is delivered to the scale.

Write us for complete information.

National Automatic Scale Co.

3440-3442 So. Ashland Ave.

CHICAGO, ILL.

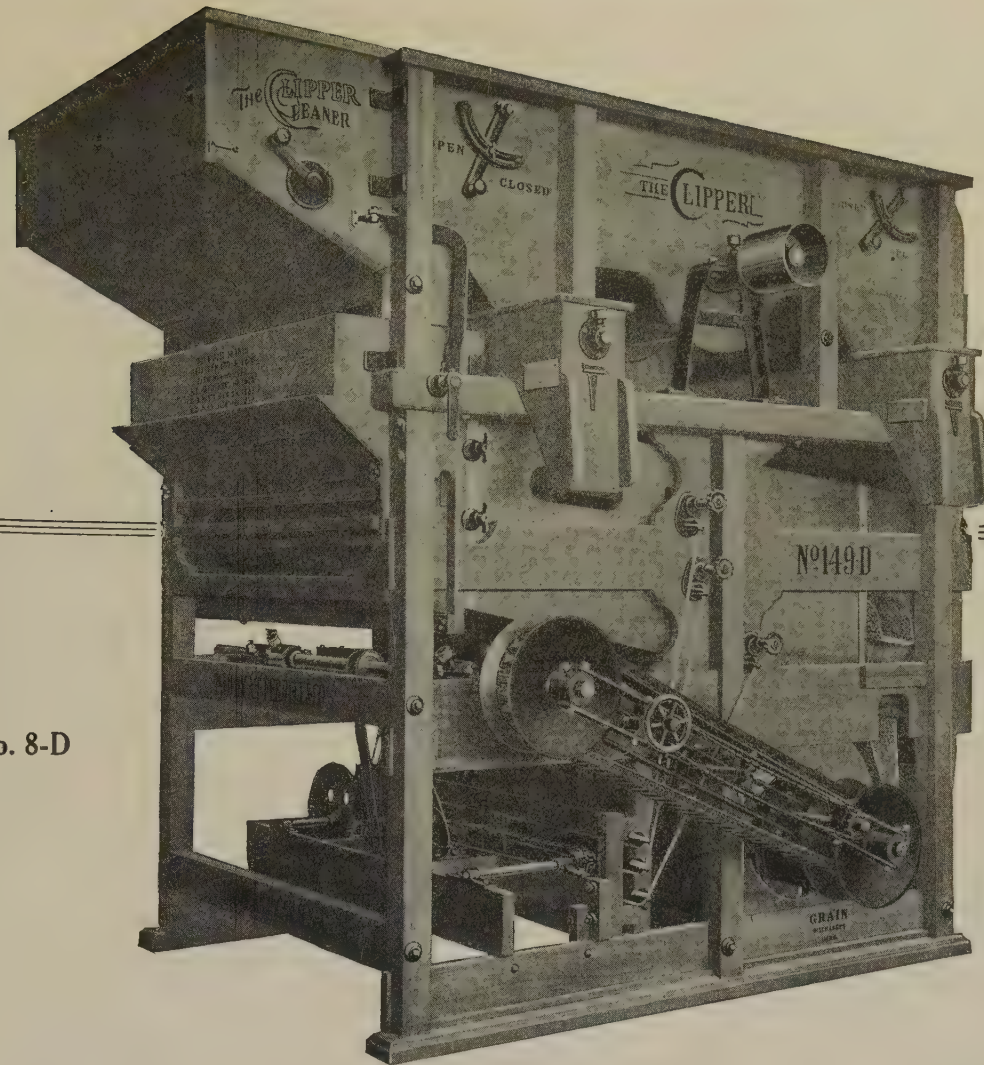
NEW CORN PERISHABLE RUSH

Perishable commodities, especially food-stuffs, will receive first consideration by railroads and you will have the co-operation of the Government in trying to push your shipments through promptly. This year's corn crop is full of moisture, making corn decidedly dangerous to handle. Therefore, Mr. Country Shipper, it is up to you to get it through to terminal market and destination as quickly as possible. The above placards are printed in large bold-faced type with red ink on six-ply cardboard, 11x8½. We furnish them in lots of 25 at 5c each; 50 at 4c each; 100 at 3½c each. Orders for 100 are sent out express prepaid. Supply yourselves with these cards and tack them on the sides of every car of corn shipped by you. It will help facilitate its movement. Orders promptly filled.

Grain Dealers Journal

305 South La Salle St.

Chicago, Ill.



No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

A. T. FERRELL & CO., Saginaw, W. S. Mich.



REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

IT'S UP TO YOU

The Biggest Success in the Field

The engineer who first showed the world how to separate oats from wheat, has patented another machine and one which fair-minded, conservative experts declare will entirely revolutionize the handling of grain and seeds. Cars of wheat, barley and rye cleaned in Minneapolis by one of these new Separators and shipped to the most critical buyers in the East have created great excitement. The wires have been kept busy with telegrams asking how the cleaning had been done and the name of the cleaner. One concern offered the inventor and his associates Twenty-five Thousand Dollars conditional upon its being given the exclusive right to use the invention. Elevator men have traveled 1500 miles to see machines in operation. Time and again we have been offered premiums of as high as Five Hundred Dollars for quick delivery. One customer figures that his machine will earn \$5500.00 in a year.

Taking all these statements for what they're worth, it's quite apparent that the machine under discussion is no ordinary "wind-and-sieve" affair.

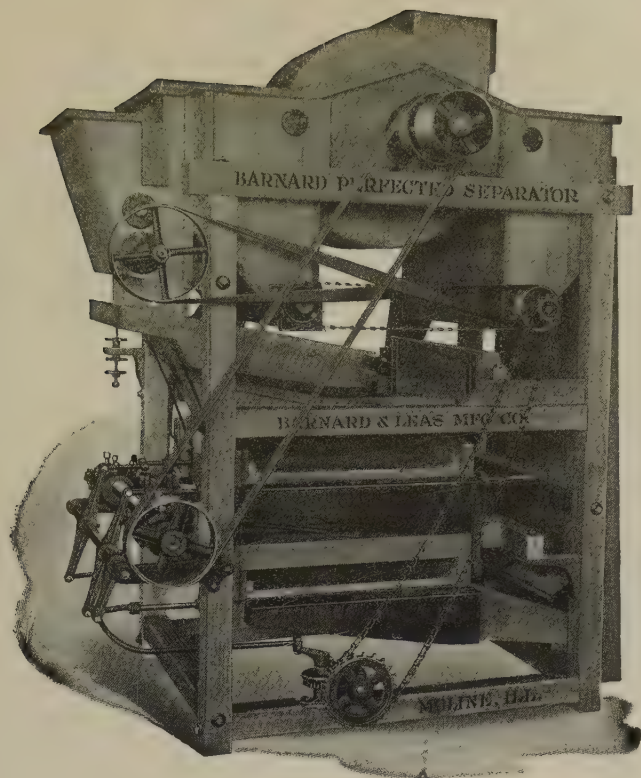
If present indications are anything to go by there will be an enormous demand for these machines. It would, therefore, be well to make immediate investigation and place your orders now, thereby securing a high position on our rotational delivery list.

**GET IN WHILE THE GOING'S GOOD—
HELP YOURSELF TO A HANDSOME PROFIT**



THE S. HOWES CO., Silver Creek, N. Y.





The Supreme Attainment in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Beall

THE MARK OF QUALITY

SEPARATORS Are Like the Mint— Every Day They Operate a Steady Stream of Dollars Pours into Your Cash Drawer.

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

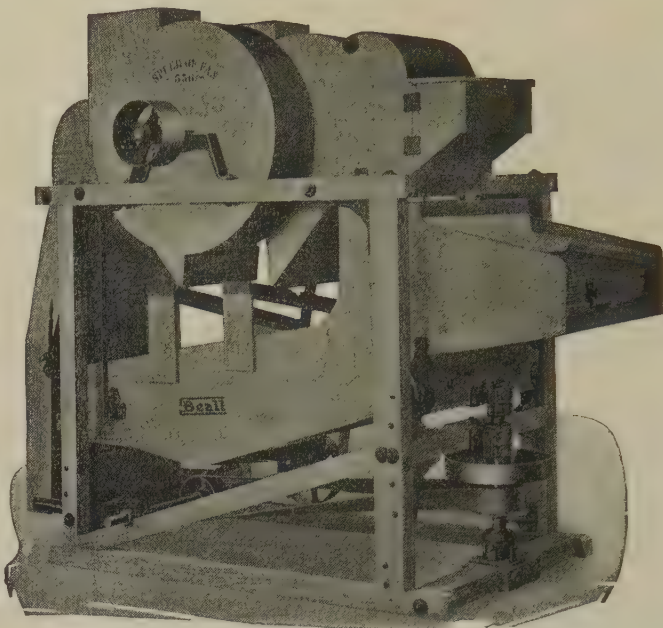
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



Beall Improvements Company - Decatur, Illinois



1500 Ton All Steel
Coal Storage Tank

G-W COAL ELEVATORS and CONVEYORS

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.
Works: Hudson, N. Y.

FOURTEEN YEARS' PAINT SERVICE

DIXON'S SILICA - GRAPHITE PAINT

gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

**It Lasts Longer;
Costs Least Per Year;
Always Best Quality;
Most Reliable;
Most Popular.**

By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

**JOSEPH DIXON CRUCIBLE
COMPANY**

JERSEY CITY, NEW JERSEY

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

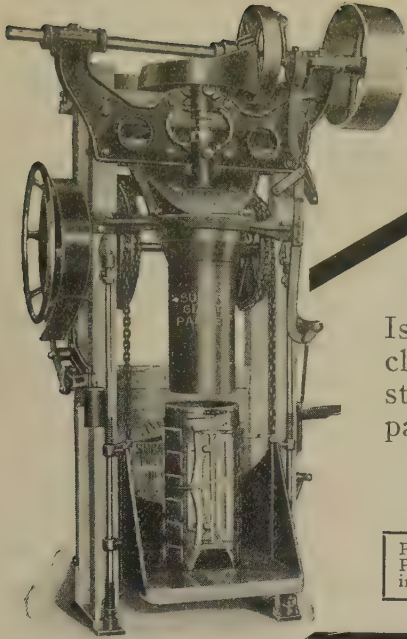
We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co. Appleton Wisconsin

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.



Right on the Job!

The Invincible Super-Giant Packer

Is always dependable—no matter how heavy the packing. The clutch, gears, shafts, and every part are especially built for strength and endurance. It is a super-heavy and super-efficient packer for Bran, Feed, Alfalfa or anything that's to pack.

Let us give you full details about this new packer

Paris Milling Company,
Paris, Texas, are plac-
ing the Super-Giant.

INVINCIBLE GRAIN CLEANER CO.

Dept. 4

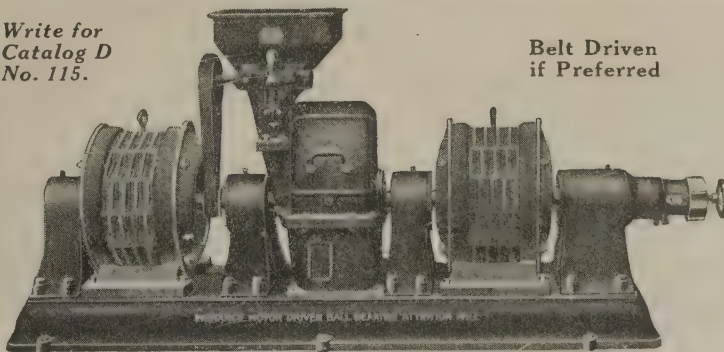
Silver Creek, N. Y.

A Few Points Worthy of Consideration

MANY prospective purchasers compare feed grinders by prices. It's a good place to start, but before you get through, you will compare them by values—materials, workmanship—reputation and economy, qualities which are pre-eminent in

The Monarch Ball Bearing Attrition Mill

Write for
Catalog D
No. 115.



Belt Driven
if Preferred

Which Saves

FROM 25 TO 50% IN POWER.
95% IN LUBRICATION EXPENSE.

Which Avoids

THE NECESSITY FOR TRAMMING.
EXCESSIVE COST OF MAINTENANCE.

Which Insures

AN ABSOLUTELY UNIFORM PRODUCT
A GREATLY INCREASED CAPACITY

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: No. 9 So. Clinton

BOWSER FEED MILLS

GROW
HEALTHY
STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures

The N. P. BOWSER CO.
South Bend, Ind.



Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

GRAIN ELEVATOR BUILDERS

**FIRE PROOF
GRAIN ELEVATORS****DEVERELL, SPENCER & CO.**Garrett Building
BALTIMORE, - MARYLAND**L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS**

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

R. C. STONE ENGINEERING CO.320 MERCHANTS EXCHANGE
ST. LOUIS, MO.DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED**D. F. HOAG & CO.**
Designers and Constructors of
GRAIN ELEVATORS

202-4 Corn Exchange, Minneapolis

EFFICIENT ERECTING CO.We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

6803 Parnell Ave., Englewood, Chicago, Ill.

MACDONALD ENGINEERING CO.DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

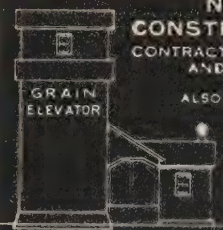
MONADNOCK BLDG. CHICAGO, ILL.

White Star Company

"Builders of Good Elevators"
WICHITA, KANSAS**Our New Booklet
of
Elevator
Construction**

Write for Catalog C-2.

White Star Co., Wichita, Kans.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS
818 Flour Exchange**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881****"HAVE IBBERSON BUILD IT"**Write
For Our
New Booklet**T. E. IBBERSON
MINNEAPOLIS, MINN.**Give a Journal "Wanted—For
Sale" ad something to do for you—
it needn't be something easy.**C. E. BIRD & CO.**
Grain Elevator Builders
Minneapolis, Minn.


**NEWELL
CONSTRUCTION CO.**
CONTRACTORS, DESIGNERS
AND BUILDERS

ALSO JOBBERS OF
**ELEVATOR AND
MILL SUPPLIES**

430-432
GRANBY BLDG.
CEDAR RAPIDS
IOWA

**For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.****ST. LOUIS PAPER CAN AND TUBE CO.**
ST. LOUIS, MO.**Cover's Dust Protector**

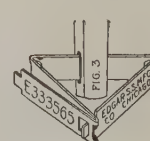
Rubber Protector, \$2.00

Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.**H. S. COVER**
Box 404 South Bend, Ind.We've got too much to advertise
here, so we've issued Bulletin 227.

44 pages. Send for it! Free!

ZELNICKER IN ST. LOUIS

Rails, Equipment, Machinery, Piling, Tanks

STOP THE LEAKby using the Edgar Security
First Car Seal. It furnishes
positive evidence to locate
and stop pilfering for less
than a one cent postage
stamp per car.Ask us for prices and
samples NOW.**Edgar Steel Seal & Mfg. Co.**
Lawrence, Kansas**ELEVATOR
Repair Specialist**Mill and Elevator
Machinery of All
Kinds installed.If you are contem-
plating the overhau-
ling of an old plant or
the erection of a new
one communicate with
me at once.**W. E. BURRELL**
Lytton Bldg. CHICAGO**CHECK**
your re-
ductions of
pounds to
bushels by
using**Clark's
Carload
Grain
Tables**New edition
revised and
enlarged.
Price, \$2.50.**GRAIN DEALERS
JOURNAL**
Chicago, Illinois**Journal
Want Ads
Bring Results**

GRAIN ELEVATOR BUILDERS

Be Satisfied This Season!

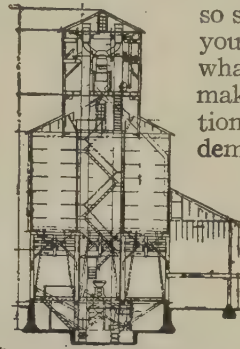
"YOUNGLOVE does all the Contract calls for and MORE."

Concrete and Tile Cribbed and Balloon
Quick Service Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO
412 United Bank Bldg. SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE
PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
510-512 Wait Building
DECATUR ILLINOIS

J. E. STEVENS
53 Devonshire St., Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

Your Individual Needs
are respected when your elevator is designed and built by
W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.
Write for Details of Our System

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Range Bldg., OMAHA, NEBR.

Godfrey Mill & Elevator Construction Co.
Mill, Elevator and Warehouse Contractors
Agents for Kerosene Carburetor
ENID - - - OKLA.

A. F. ROBERTS
ELEVATORS
ERECTS CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

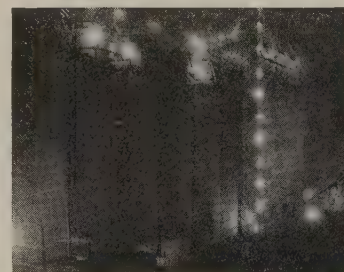
New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake St.
CHICAGO, ILL.

2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

218-220 Chestnut St.
ST. LOUIS, MO.



September 26
1917

September 12
1917



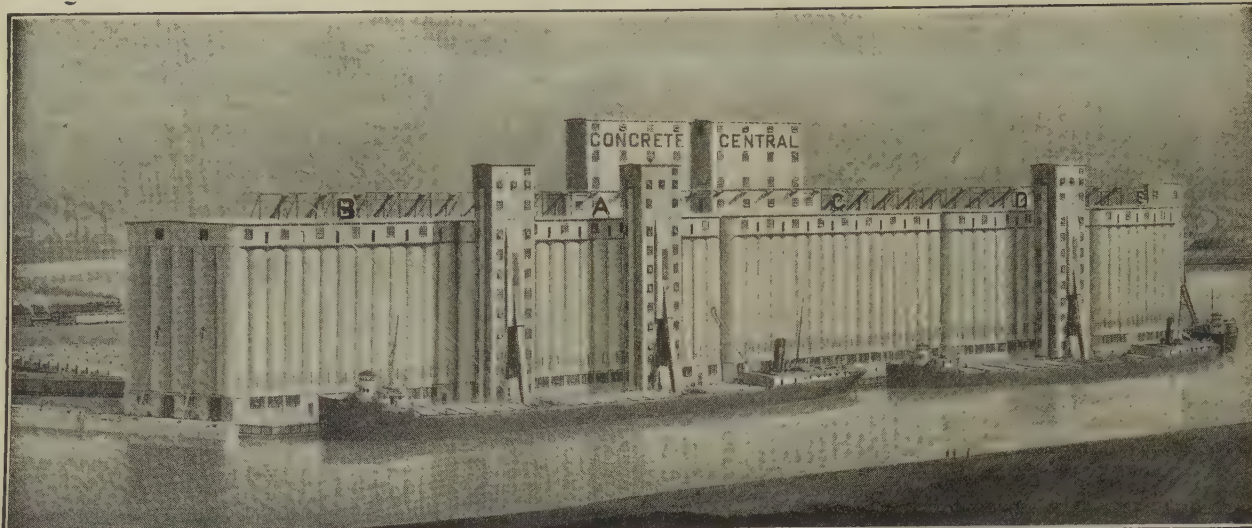
THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING
NEW YORK

MCCORMICK BUILDING
CHICAGO



CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

FEGLES-BELLOWS ENGINEERING CO. LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.UNION BANK BLDG.
WINNIPEG, MAN.

THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
 175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
 500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
 1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
 Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
 Complete Fireproof Plant—Mill, Warehouse and Elevator—for
 the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man.

WE HAVE AN ENVIABLE RECORD FOR SERVICE

Canadian Government Grain Elevator Port Arthur, Ontario

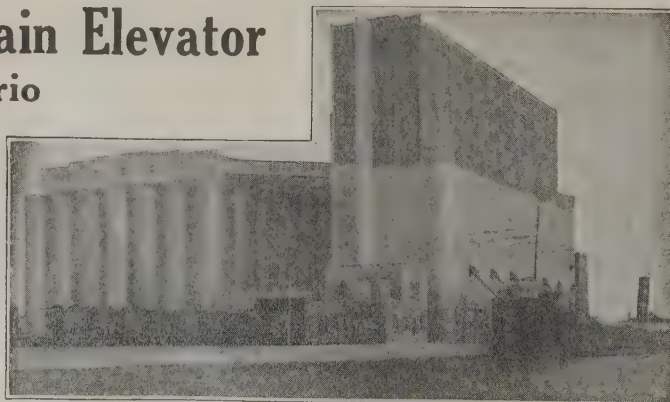
Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES } FORT WILLIAM, ONT.
 } DULUTH, MINN.
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Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

NORTHERN CENTRAL ELEVATOR

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania R. R.

JAMES STEWART & CO., Inc.

Designers and Builders
GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

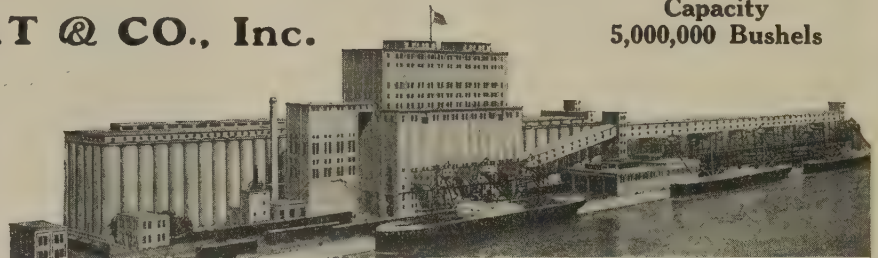
GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

Capacity
5,000,000 Bushels



"BURRELL BUILT" GRAIN ELEVATORS CONCRETE OR WOOD

Are the Last Word in Convenience and Economy of Operation—With a Plant One Hundred Per Cent Right, An Operator Is Free to Devote His Entire Energies to Developing Profitable Trade Without Being Handicapped by Mechanical Worries.

More Than Seven Hundred "Burrell Built" Plants Now in Operation.

BURRELL ENGINEERING & CONSTRUCTION CO.

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PORTLAND, ORE.

Grain Receiving and Stock Book

Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

Printed on heavy Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 20 wagon loads.

Order Form No. 321.

PRICE, \$1.75

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

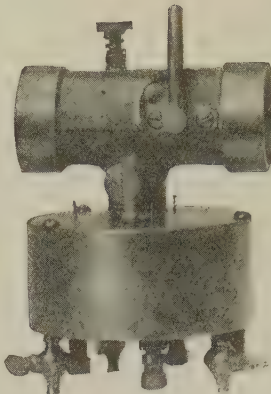
THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

This Equipment

Makes a KEROSENE ENGINE out of any make or type of engine, and saves 60% of the Fuel Bill. Ask the

KEROSENE CARBURETOR CO.

Peoples Life Building Frankfort, Indiana



THE FORESTER

Automatic Drain Circulating PUMP

will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

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Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

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Alfalfa Straw

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CHICAGO, ILL.

Prevent
CLAIM LOSSES
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**TYDEN
CAR SEALS**

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal

You Are Paying Too Much

for your power, unless you are operating your elevator with a Money-Making Muncie Oil Engine.

In the Muncie you get SERVICE—QUALITY—ECONOMY—the three requisites for a money-making power plant.

Quality means service. Buy Quality and you have Service.

The true worth of an engine isn't what you pay for it, but what it is worth in service.

First cost gives ownership only. The final cost is the service cost.

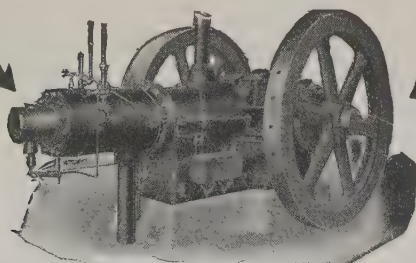
The best purchase is the better engine—MUNCIE—which costs less to own and operate.

We want you to investigate the Money-Making Muncie, see it in operation at a nearby elevator. Write us for more detailed information.

MUNCIE OIL ENGINE CO.

516 JACKSON ST.

MUNCIE, IND.



Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

CLEAN AND LOAD IN ONE OPERATION

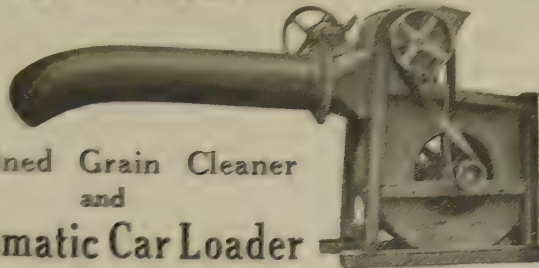
Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

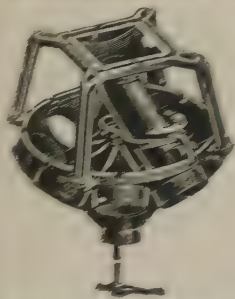


It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

HALL SPECIAL

(Elevator Leg)

A machine by a symmetrical arrangement of properly constructed and adjusted parts. The HALL SPECIAL Elevator Leg is a **transportation machine**, designed for commercial purposes. It is operated automatically on economical lines for maximum capacity at minimum expense and care. **ONE HUNDRED PER CENT** is gained by its use. **ONE HALL SPECIAL** will do **MORE WORK**; do it in **LESS TIME**; and do it **INFINITELY BETTER** with **LESS** attention than **TWO OTHER LEGS** of ordinary types. It is easier to use a **MACHINE** for accomplishment rather than to plod with contrivances.



The HALL SIGNALING NON-MIXING GRAIN DISTRIBUTOR in an ordinary country elevator increases the available bin capacity, the handling capacity and the operator's efficiency fully one thousand bushels per day.

HALL DISTRIBUTOR CO., 222 Range Bldg., Omaha, Nebr.

NO EXPERIMENT

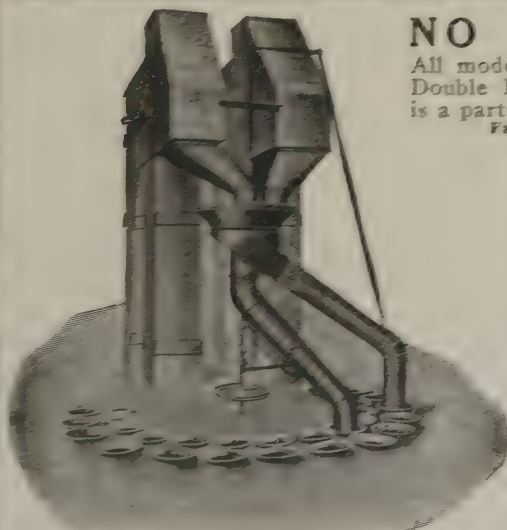
All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

Farmers Elevator Co.,	Sherwood,	N. D.
" "	Ransom,	N. D.
" "	Karnack,	N. D.
" "	Falsen,	N. D.
" "	Argyle,	Minn.
" "	Juanita,	N. D.
" "	Binford,	N. D.
" "	Tracy,	Minn.
" "	Niobe,	N. D.
" "	Emerado,	N. D.
" "	Wyndmere,	N. D.
" "	Calvin,	N. D.
" "	Grafton,	N. D.
" "	Hatton,	N. D.
" "	Heaton,	N. D.
" "	Zell,	S. D.

And many more. This spout is worth your attention. For particulars, write

JAMES J. GERBER

Minneapolis, Minn.



WHEN YOU BUY—BUY RIGHT.

OUR ADVERTISERS OFFER THE BEST.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, everyone of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

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Chicago, Ill.

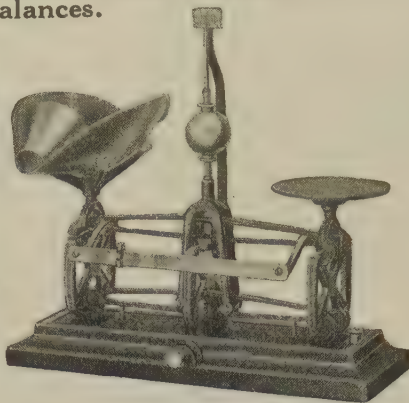
GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with
Torsion Balances.



5055

Style No. 5055 Corn
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

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Factory:
Jersey City, N. J.

Office:
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Wasting your brain figuring how
you can keep out of buying a dust col-
lecting system is like figuring on the best
way of ultimately destroying your plant
with the greatest loss.

Insurance men, Uncle Sam's specialists on dust collecting
telling you of the danger and the many examples of ruin
caused by dust explosion, ought to be enough to make
you investigate.

NEW 1905 CYCLONE DUST COLLECTOR

works on less power and with greater results than the old style
cyclone types. They are built differently, hence work better. *Send for the facts.*

THE KNICKERBOCKER CO., JACKSON, MICH.

KENNEDY CAR LINERS

Prevent Leakages

Avoid Claims

Saves Money

**Used by Thousands of
Progressive Shippers**

MADE BY

**THE KENNEDY CAR
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**TYPE REGISTERING
RICHARDSON**

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected
White Birch, has direct acting springs,
double safety device that will not fail,
runs easy, unnecessary to bolt or lock
it while not in use.

Has wire cable and cotton hand line.
Sold on 30 days' trial. Write for cir-
culars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators



The Automatic Dump Controller

USED EVERYWHERE

WHY!

Efficiency is one of the greatest
necessities today. There will be
a vast amount of grain handled
during the coming Seasons es-
pecially, on account of the War
Situation. Therefore speed and
accuracy are very much in need.
You cannot wait to repair your
dump between loads, you must
have the equipment that will
handle your dump without jar-
ing and bumping, and without
frightening the horses.



A Soldier of the Dump, am I,
A Soldier brave and true,
I passed them ol' exam's, just why
is what I'm telling you.
You see I'm good as good can be,
I b'lieve in great simplicity—
When the wagons drive upon the
dump,
I don't allow that jerk and bump,
I just say, Boys, "Be kerful Sil!
And gently let the ol' cat die,"
And down she sinks with ease so
sweet
That if it were a dream complete.
You could not ask for more.

Circulars upon request.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by lead-
ing shippers associations. Especially
adapted for use in connection with claims
for Loss of Weight in Transit. Each
ticket gives the following information:

Kind of scale used; Station; Car Number
and Initials; Shipper's Name; —lbs. equal to
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whom; car thoroly examined and found to
be in good condition and properly sealed when
delivered to the ————R. R. Co.; Seal
Record, name and number, sides and ends;
marked capacity of car; date; and name of
the weigher. On the reverse side of both origi-
nals and duplicates is a form for recording the
weight of each draught.

Printed in two colors of ink and numbered in
duplicate. Seventy-five originals on Goldenrod
Bond paper and 75 duplicates on tough pink
manila. Well bound with heavy hinged press-
board covers so book will open flat. Three
sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00
Grain Dealers Journal, Chicago, Ill.

War Affecting the Grain Trade.

WE HAVE NO SUPERVISION over corn prices.—Julius Barnes, of Food Administration Grain Corporation.

A CONFERENCE of agents of the U. S. Food Administration Grain Corporation was held at New York, Dec. 19, to readjust the regulations.

THE U. S. GRAIN CORPORATION was paid \$20,500 in commissions during November by the Colorado Milling & Elevator Co., of Denver.

AN ORDER-IN-COUNCIL for the immediate removal of the war tax on corn entering Canada from the United States has been recommended by Hon. T. A. Crerar.

SWITZERLAND is to receive 24,000 cars of wheat and 30,000 cars of other cereals from the United States, by the terms of an agreement recently ratified by the two governments.

DEMURRAGE amounting to \$90,000 has been paid by the Swiss government on a steamer held at an Atlantic port since September waiting for a cargo of wheat bot in Chicago.

WHEAT planting in the Lyon district of France was greatly retarded by late, cold rains. The government price for winter wheat in 1918 is \$11.58 per quintal, against \$9.65 for 1917.

OPERATIONS of "dishonest food speculators" are to be investigated by Victor Murdock, the newest member of the Federal Trade Commission. This work was undertaken at the special request of Food Administrator Hoover.

DISTILLERIES at Schiedam, Holland, producing gin and other liquors, are to receive no more grain for conversion into alcoholic products. This means the paralysis of one of the industries whose products are most widely known abroad. The order affects about 200 operators.

NO MORE LICENSES will be granted for the exportation of raw materials from Britain. Canada, dependent on the mother country for wools, noils and other materials, is facing a serious shortage. It is not yet known whether the order includes imports from Australia.

DANISH crop production for 1917 by tons was: wheat 117,000; rye, 225,000; oats, 547,000; barley 389,000; hay 1,146,000; straw 1,632,000. Yearly averages for 1910-1915 was: wheat, 148,000; rye, 448,000; oats, 775,000; barley, 543,000; hay, 1,801,000; straw, 3,518,000.

THE MOST COMPREHENSIVE inventory of food resources ever made will be started soon by the Bureau of Markets, U. S. Dept. of Agriculture. Blank forms will be sent to all holders of foods, except families, on which to report the quantity on hand Dec. 31. The schedules include grain and grain products and cover more than 100 different foods.

BEER MADE in 1918 shall not contain more than 2% alcohol, the percentage to be determined by weight, and brewers may use raw materials up to 70% of the quantity used during 1917. All brewers must secure licenses. Liquors may not be imported except by concerns licensed by the Treasury department. These rules are given in a presidential proclamation.

A GRADUATED RATION of bread, adapted to the needs of the individuals employed in light or heavy work, will be introduced by Sir Arthur Yapp, English Director of Food Economy. For men on heavy work the allowance is 8 lbs., for women on heavy work 5 lbs.; for men on sedentary work 4½ lbs., and women on sedentary work, 3½ lbs., per day. Allowances of fats, meat and sugar will be restricted.

STOCKS on hand Dec. 31 are being reported to the U. S. Dept. of Agriculture by all handlers of foodstuffs, manufacturers and holders of more than family lots, in the grand National Food Survey. The figures will permit the making of intelligent plans for the adequate conservation and distribution of existing food supplies and the production of additional food. The schedules provide for answers in regard to 86 items covering more than 100 different foods.

NO LICENSEE shall after Dec. 25 use more than 264 pounds of clean wheat in making 196 pounds of 100 per cent flour. From the 100 per cent flour so produced the licensee may at his option, remove not more than 5 per cent of clear or low grade flours, none of which may be mixed with or sold as feed. The 95 per cent of the 196 pounds of flour remaining shall not be subject to further separation or division.—New milling regulation of Food Administration.

A FOOD PURCHASE BOARD, to buy supplies for the army, navy and allies have been announced by the Food Administration. Members of the board are: W. V. S. Thorn, chief of the division of co-ordination of purchases of the Food Administration; Major General Henry G. Sharpe, Quartermaster of the Army, Rear Admiral Samuel McGowan, Paymaster General of the Navy, F. J. Scott, representing the Federal Trade Commission, or their authorized representatives.

REFERRING to conference being held in New York between Food Administration officials and representatives of exchanges and the grain trade, so that there may be no misunderstanding, I wish to announce that if as a result of this conference the maximum price is removed, or a maximum price set on cash corn, neither happening in any respect affect the status of contracts open at this time. In other words, for months past we have been trading in special contract with the maximum price just as much a part of the contract as the contract price itself.—J. P. Griffin, pres. Chicago Board of Trade.

ENGLAND has abolished minimum prices on potatoes and given growers thruout the kingdom a free market, subject to a maximum price of £6 10s per ton and certain other reservations. The minimum price £6 a ton was established to encourage production and was fairly representative of the cost of production in the U. K. Farmers produced huge crops and are willing to sell for less than the minimum in order to get rid of their product. The government will subsidize against losses due to the abolition of the minimum, and in practice, therefore, the minimum is maintained.

THE BRITISH FOOD MINISTRY has ordered all factories engaged in crushing oils from seeds, nuts, and kernels placed at Controller's disposal, all oil cake and meal on hand Nov. 30, and all stocks produced after that date. Possession will be taken on Dec. 1 of all babassu seed, castor seed, copra, cotton seed, sesame seed, ground nuts, hempseed, illipe, kapok seed, linseed, mowrah seed, niger seed, palm kernels, poppy seed, rapeseed, shea nuts, soya beans, sunflower seed in stock and imported thereafter; does not apply to holders of less than 5 tons. All hardened fats manufactured by hydrogenation to be placed at disposal of Food Controller after Nov. 30.

THE UNAUTHORIZED PROHIBITION of shipment of wheat from one zone into another still is persisted in by some food controllers. A grain shipper can ship

wheat or any other grain to any one who will pay the price, irrespective of location in or out of any zone, if he has not signed an agreement with the Food Administration Grain Corporation not to do so. The burden of making a purchase in excess of his allotment rests on the miller who violates the millers' agreement. The grain shipper must not knowingly ship anyone more than 60 days' requirements. The latest offender in circulating these misleading announcements is M. Mennel of the Ohio Milling Division.

ENEMY ALIENS must now obey the instructions which have been announced under authority of President Wilson's proclamation of Nov. 16 forbidding them to approach within 100 yards of any wharf, pier, dock, railway terminal or elevator, and as rapidly as the regulations are prescribed by the Dep't of Justice instructions are being given to the owners of any of the facilities affected stating specifically their duty in assisting to carry out the terms of the proclamation. The proclamation is designed especially to protect those facilities which are engaged in shipping munitions and supplies to the American expeditionary forces and to the allies and the responsibility is made to rest equally upon the owners of such facilities and the government.

THE MILLERS ASS'n of Western Canada, at its meeting held recently at Winnipeg, addressed a memorial to Canadian Food Controller Hanna asking that sufficient supplies of wheat be held back to carry them thru to the new crop, and requesting that the arrangement with the American and British governments in which it is proposed to restrict the output of the Canadian mills on the basis of their average grind for the past three years be rescinded or modified. It was suggested that in any case the export business in Canada be allotted to the mills on the basis of the roll capacity, and not upon the basis of the average output for the past three years. A protest was made against the adoption of an arbitrary cost of manufacture of 60c per barrel, the millers claiming that they cannot afford to grind at less than 75c per barrel, especially if export business is to be restricted.

TERMINAL ELEVATOR men when they appealed to the government, said: "We consider the very small visible supply of grain as presenting an extremely serious economic situation. It is not because our own business is involved that we are here. The elevator interests of this country, who have millions of dollars invested in their various systems of grain handling, can afford, if necessary, to sacrifice business and profits for the benefit of the country as a whole. The fact that the great terminal elevator facilities of this country are practically idle, carries with it a two-fold menace; first, the danger of actual food shortage in the larger cities of the country, and second the danger of precipitating a banking crisis. We are entering the winter season without adequate reserves of grain at any terminal market or at any point which ordinarily maintains reserve supplies. The farmer has finished his fall labors, and under normal conditions there should be accumulated reserve stocks of grain at various terminal markets throughout the United States. In addition there should be large supplies of grain in transit to terminal markets. Neither of these conditions prevail, and we believe drastic and immediate action necessary to remedy them."—C. A. King & Co.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle. gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.*
Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. P., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahy & Co., John T., gr'n receivers & expts.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

BEAUMONT, TEX.

Archer, W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brkrs. of country grain.
Slack & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com.
Haynes, Wm. J., broker.
Howlett Co., E. C., grain brokers.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Merigold & Co., A. I., chicken wheat specialists.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.
Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., strictly com'n.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.*
Halliday Elevtr. Co., grain dealers.*
Hastings Co. Samuel, grain & hay.*
Hastings-Stout Co., grain and hay.
Magee-Lynch Grain Co., grain.*
Pink & Co., flour, hay, grain, fldstuff.
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.*

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Bridge & Leonard, grain commission.
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. E., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Harris, Winthrop & Co., W. K. Mitchell, Mgr.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipsev & Co., grain commission.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. E., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. E., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.*
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., D., receivers & shippers.*
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*

CHICAGO (Continued).

Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

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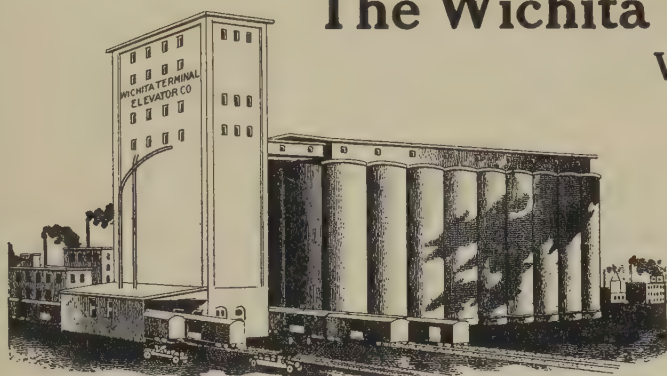
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Has a DRYING CAPACITY for SOFT CORN of 600,000 bushels per day, and a STORAGE CAPACITY of 50,000,000 bushels.

MOVEMENT OF GRAIN AND PROVISIONS DURING THE YEAR 1917

	Receipts		Shipments
Flour	9,900,000	Brls.	8,400,000
Wheat	32,700,000	Bu.	24,600,000
Corn	72,800,000	"	37,200,000
Oats	129,300,000	"	105,900,000
Rye	4,600,000	"	3,900,000
Barley	22,900,000	"	6,900,000
Cured Meats...	237,150,000	Lbs.	892,000,000
Fresh Meats ..	1,007,600,000	"	1,390,700,000
Lard	105,800,000	"	264,700,000
Hay	283,400	Tons	41,500

THE CHICAGO BOARD OF TRADE has always maintained its reputation for HONEST WEIGHTS and UNIFORM and EQUITABLE TRADE RULES—and spares no expense to keep its SERVICE at the highest point of efficiency.

THE DRYING CAPACITY OF CHICAGO ELEVATORS PER HOUR IS:

Northwestern Terminal Elevator	6,000 Bus.	Belt Elevator	1,000 Bus.
Rockwell Elevator	500 Bus.	Cragin Elevator	1,500 Bus.
Santa Fe Elevator	1,000 Bus.	Minnesota Elevator	1,000 Bus.
Keystone Elevator	500 Bus.	Standard Elevator	500 Bus.
Calumet Elevator A	1,000 Bus.	Norris Elevator	1,000 Bus.
New York Central Elevator.....	1,000 Bus.	Hayford Elevator	500 Bus.
South Chicago Elevator D.....	1,500 Bus.	Steamer Helena	1,500 Bus.
Michigan Central Elevator	1,500 Bus.	Irondale Elevator	2,000 Bus.
Hales Elevator	1,500 Bus.	Corn Products Refining Co.....	1,000 Bus.
Northwestern Yeast	350 Bus.	Badenoch	500 Bus.
Union Stock Yards	250 Bus.		

Drier capacity is based on removing 6% to 7½% moisture from corn per hour.

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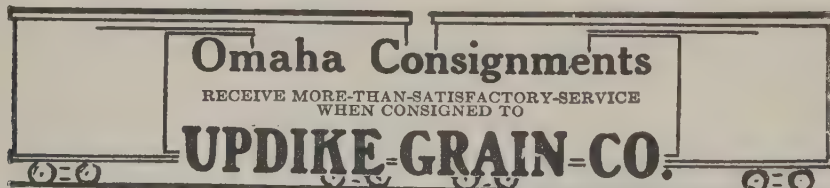
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WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

CUNINGHAM COMMISSION COMPANY, LITTLE ROCK, ARK.

ALWAYS in the market for flour, bran, shorts, mill feeds, screenings and various offals suitable for mixing feeds. Also corn and oats.

LET US HEAR from you, if you have any of these to offer.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

MISSOURI ELEVATOR

for sale, located at Lathrop on the C. B. & Q. Ry. 30,000 bushel iron clad elevator. Full equipment including 32 h. p. Fairbanks-Morse Kerosene engine. All new throughout. Built in 1915.

FRANK GUYTON - - Lathrop, Mo.

SITUATIONS WANTED.

WANTED—Position as Mngr. of Elevator. 20 years experience. Address Wool, Box 11, Grain Dealers Journal, Chicago.

WANTED—Position as manager of country elevator. 6 years experience as manager in one house for one firm. Age, 50 years. T. A. Tansey, Swan, Mo.

POSITION WANTED—As manager of country elevator. Varied and long experience. For particulars, address K., Box 11, Grain Dealers Journal, Chicago.

WANTED—Position as buyer for good grain firm. 10 years' experience. Married. Can give A. 1 references. L. Box 262, Hooper, Nebr.

WANTED—Position by married man, 30 yrs. of age. 18 years experience in Grain Business. Capable of taking full charge of plant. If you want a man to loaf around, don't answer. Address Full, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position by January 1st, 1918, as manager of country grain elevator or private wire office. Have had nine years experience as manager of country stations in grain, lumber and various side lines. Address P. O. Box 106, Colfax, Ill.

POSITION Wanted by March 15th—as manager of country elevator, 13 yrs. experience with one firm, handling grains, seeds and feeds. Best refs. Married, 45 yrs. old, steady and sober. Will give reason for making change. Prefer Nebr. or Ill. A. C. Mitchell, Shipman, Ill.

WANTED by JAN. 1st: Man with 20 yrs. experience in Grain business, who has also handled stock & other side lines, wants to make a change. Will consider either Farmers' or Private Co., or will travel. Address, Sub., Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as General manager, line of elevators, or position as manager at station doing large business, where ability and practical knowledge is required in all branches. Employed, but desire change. Best of References. Address Rosemont, Box 10, Grain Dealers Journal, Chicago.

FARMERS ELEVATOR COS. and Co-operative Exchanges desiring a system of book-keeping installed, and an audit of their accounts, I will guarantee to install a satisfactory system and give instructions to your manager that will qualify him to continue to keep a perfect set of books. D. C. Harrington, Mgn., Regent Co-op. Equity Exchange, Regent, N. D.

SCALES FOR SALE.

FOR SALE—200 bushel Fairbanks Hopper Scale, excellent condition, \$45.00. Richardson Scale Co., Wichita, Kas.

FOR SALE—1 Howe hopper scale, 30,000 lbs. capacity. In good condition. \$75.00 f. o. b. Risk, Ill. Harry Tjardes, Strawn, Ill.

FOR SALE—30,000 lb. Fairbanks Hopper Scale. In first class condition. Timbers sound and good. If interested, address Farmers Elevator Co., Bennet, Nebr.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes; Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

1009 West Ohio Street Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—One 75 H.P. closed heater; one 75 H.P. open heater; also 15 H.P. Direct Current Motor. Newsome Boiler Works, Leavenworth, Kas.

FOR SALE—Two 85 H.P. Boilers, 5 ft. by 16 ft. long; 50 4-inch tubes, in good condition. Will sell very cheap. Inquire Chas. Hanson, Creston Machine & Repair Works, Creston, Iowa.

FOR SALE—Used Boiler in good condition, about 50# steam pressure, 72"x16', eighty 4" flues, dome 36"x36". Suitable for laundry, or where small pressure is required. Waverly Coal Co., Rialto Bldg., Kansas City, Mo.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

ENGINES FOR SALE.

FOR SALE—One 35 H. P. Columbus Gas Engine. Fine condition. Sidney Elevator Mfg. Co., Sidney, O.

FOR SALE—Two 40 H. P. Oil and Gas Stationary Engines. Prices right. O. B. Hoven, Antelope, Mont.

FOR SALE One 10 H. P. Fuller and Johnson Gasoline Engine. First-class condition. Price, \$175.00. Foster Bros., Tomahawk, Wis.

ENGINES for MILLS, ELEVATORS, FACTORIES and Farms; for AUTOS, TRUCKS, BOATS, ICE SLEDS and HYDROPLANES. Largest dealers in engines for every purpose from 1 to 100 HP. State your power needs and let us quote. Badger Motor Co., Milwaukee, Wis.

HELP WANTED.

WANTED — Competent man to take charge of our grain department. The Cockley Milling Co., Lexington, Ohio.

WANTED—Married man to manage an elevator, coal and lumber business with small grocery store, at a small station. Commence after January 1st. Holcomb-Dutton Lumber Co., Sycamore, Ill.

WANTED—A competent, diligent young man for Farm Seed Department (Field Seeds, Insecticides, Sprayers and Agricultural Tools handled). Thorough knowledge of Farming and Field Seeds as well as Salesmanship, necessary qualifications. Give full particulars in first letter. The Livingston Seed Co., Columbus, O.

FEED DEPARTMENT MANAGER

One of the largest seed firms in the United States, manufacturing also poultry and other feeds in large quantities, desires to employ an experienced manager and buyer for the feed department. A thorough knowledge of grains and feeds is essential. Give full information concerning yourself in first letter, including your previous connections and success. Replies treated confidentially. Address New, Box 12, Grain Dealers Journal, Chicago.

ENGINES WANTED.

WANTED—30 to 50 H.P. Oil or Gasoline Engine. Must be cheap and in good order. Box 116, Muleshoe, Tex.

WANTED—35 to 40 H.P. Foos. Must be in good condition, and reasonable. Address Robin, Box 12, Grain Dealers Journal, Chicago, Ill.

OIL ENGINES wanted—One 20 H. P., and one 15 H. P. Type "Y" Fairbanks Morse Oil Engine. Give best price, first letter. Hoven Grain Co., Antelope, Mont.

MACHINES FOR SALE.

FOR SALE—4 hole power, portable corn sheller and cleaner, cob stacker and wagon box, or box car elevator. 1—10 horse power portable gas engine, with clutch pulley and belt. Complete; brand new. Cheap. J. J. Litcher, Lewiston, Minn.

FOR SALE—Sutton, Steele & Sutton No 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

NEW AND PRACTICALLY NEW.

Belting.
Transmission Equipment.
Gas & Gasoline Engines.
Electric Motors, etc.

Send us your inquiries.

Wayne Machinery Co.,
Fort Wayne, Indiana.

ONE Invincible Dustless Compound Shake Double Receiving Separator No. 7. Capacity, 2,000 bu. per hour.

One No. 9 Invincible Clipper, capacity, 1,200 bu. per hour.

Both machines in perfect condition, been used only a few months. Address Per. Box 10, Grain Dealers Journal, Chicago.

BARGAINS AND QUICK SHIPMENTS.

Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

George J. Noth, Manager,
No. 9 So. Clinton St. Chicago, Ill.

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1—Lane & Bodley, Heavy Duty, 18"x42" Corliss Engine.

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2—Cook's Deep Well Pumps.

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Wood and Iron Pulleys, Couplings, Hangers, Shafting and Belting.

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A BARGAIN—3 H. Corn Grinder, has never been used. Also 12"x36" Single Pair Oat Flaking Roll. Mansfield Mfg. Co., Mansfield, Ohio.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

OAT CLIPPER (Eureka) Capacity 200 bus. Can be used for cleaning wheat. Machine is almost new, and is fitted with ball bearings. Address Clipper, Box 12, Grain Dealers Journal, Chicago.

FOR SALE—All the Flour Milling Machinery of the Marytown Roller Mills, 75-bbl. Cap., 12 hrs. long system, consisting of the following: 5 Set (10 pr.) W. D. Grays Pat. Noiseless Roller Mills, Style A. 1 Monitor dustless Separator. 1 Iron Prince wheat cleaner. 2 Geo. D. Smith No. 2 Middling Purifiers. 2 E. P. Allis No. 3 Bolters. 1 No. 7 Cyclone Dust Collector. 2 Reliance Flour Dressing Machinery. 1—75 H.P. Corliss Steam Engine. Also all the Shafting, Pulleys, Belting, Hangers, complete set of Elevators, etc. For further information, write Mr. A. Roegner, Marytown, Wis., R. F. D. No. 40, Calvary.

FOR SALE—MACHINERY
AT BARGAIN PRICES.

- 1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new.....\$225.00
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 - 1—No. 198 "Eureka" milling separator capacity 60 bu. per hr., rebuilt 120.00
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 - 1—No. 4 "Invincible" milling separator capacity 80 bu. per hr., rebuilt 120.00
 - 1—40 bu. "Buffalo" Hopper Scale, rebuilt 50.00
 - 1—100 bu. "Fairbanks" Hopper Scale, rebuilt 75.00
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- Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.

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TEUSCHER & SON
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FOR SALE at a bargain—two compartment moisture tester with scales and all necessary equipment. Apply Franke Grain Co., Chamber of Commerce, Milwaukee, Wis.

FOR SALE—One Hess Two Hole gas burner, and one Brown-Duvel Two-hole gas burner Moisture Testers, good condition. The Blair Elevator Co., Atchison, Kas.

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BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

HAY WANTED.

WANTED—Hay and straw, all kinds Buckwheat bran. The Hamilton Co., Cleveland, Ohio.

WANTED—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

GRAIN WANTED.

WANTED—Snap Corn, Oats and Hay. Write or wire W. H. Finley, Ferris, Texas.

WANTED—Ear Corn and Bulk Oats in Quantities. E. E. McNeely, Troy, Texas.

WANTED—Ear Corn, sacked oats, maize heads and hay. Mention best price delivered, group three. O. W. Sanders, Coolidge, Texas.

WANTED—To buy several car-loads No. 4 or better—ear or shelled corn. Wire or write price. J. A. Carden, C. G. W. Elevator, Hampton, Iowa.

WE are in the market for several cars new corn, for November and December shipment. What have you to offer? Write or wire us. The Horn Bros. Co., Monroe-ville, O.

WANTED—Snapped and shelled corn, Red, White and mixed oats, oat straw, shredded fodder, Timothy, Prairie, Alfalfa and all kinds of Hay. Reinhart & Company, Wholesale Grain, Hay & Field Seeds, McKinney, Texas.

EAR CORN
BALED CORN SHUCKS
ALFALFA, TIMOTHY, OAT STRAW
AND PRAIRIE HAY.

I want to buy large quantities of the above, particularly Ear Corn and baled Corn Shucks. Will pay demand draft against ladings from responsible shippers. Write or wire me lowest prices, basis Group One, Texas, and state how soon you can ship.

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Member National and Texas Grain Dealers Ass'n., Galveston Cotton Exchange and Board of Trade.

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FOR SALE—3,000 bu. "Iowa 103," oats. Write J. H. Burgy, So. Amana, Iowa.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

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Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l, ryegrass and dogtail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Grabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

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Georgia Seed Co., field and garden seeds.

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MILWAUKEE, WIS.

Courteen Seed Co., field seeds. L. Teweles Seed Co., field seeds.

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Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., whse. seed mchts. Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain. Schisler, F. & G. S. Co., A. W., seed merchants.

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Tell us what you have or what you want.

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FARIBAULT, MINN.

We are buyers and sellers continually of

**CLOVER, ALSYKE,
TIMOTHY, ALFALFA**

carlots or less.

Sample envelopes on request. Send us samples of what you have to offer.

Write or wire when in market.

T. H. COCHRANE CO.
PORTAGE WISCONSIN

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SEEDS FOR SALE.

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

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Send samples and prices to
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Mail samples and prices.
The Livingston Seed Co.,
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SEEDS WANTED.

GOOD Seed Corn Wanted. Send samples and prices to Brandt & Hollerbaugh, Van Wert, Ohio.

WANTED—Off grade clover seed and tailings. Submit samples. A. R. Kerr & Co., Bellefontaine, O.

WANTED—White Sweet Clover, Red Clover, Sudan Grass. Fort Smith Seed Co., Fort Smith, Ark.

WANTED—Seed Corn. Good quality. Send samples and prices to Reid Brokerage Co., Port Huron, Mich.

WANTED—Alfalfa, clover, sudan, popcorn, cane, millet, kafir, maize, feterita, cow peas, sunflower and cotton seed. Binding Stevens Seed Co., Tulsa, Okla.

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Want carlots and less from any direction. Also
GERMAN MILLET, SUDAN GRASS, COW PEAS.
We offer in carlots ALFALFA SEED, KAFFIR.

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Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

FIELD SEED—Car lots or less, Northern grown.
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ONION SETS—We grow and sell thousands of bushels.

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SEEDS FOR SALE

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Direct from the heart of the Clover Seed producing section of Wisconsin
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FOR SALE—Red Clover, Timothy and Montana-grown variegated Alfalfa. Northern Field Seed Co., Winona, Minn.

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FOR SALE—Famous Lubbock-grown Sudan grass seed. Crop very short, buy early. Weaver Bros., Lubbock, Texas.
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HIGH GRADE
CLOVER

Ask for Samples

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Crawfordsville, Ind.

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and we will tell you where to get it.

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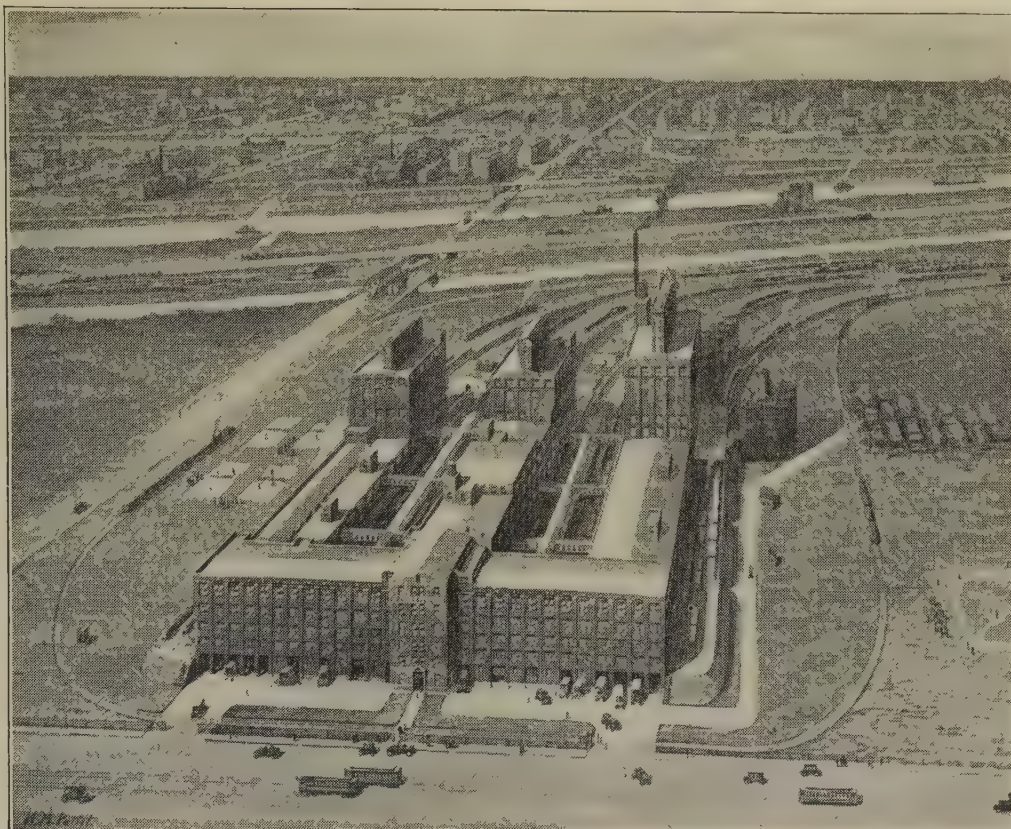
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Merrily approach-
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Very Successful
Year and the Be-
ginning of a still
more Prosperous
New Year.



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[Incorporated]

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, DECEMBER 25, 1917

IN HOLLAND it is the custom to set shoes near the hearth to receive Kris Kingle's favors. Elevator men could use their boots. If they did they probably found them filled with regulations this morning.

AT LEAST ONE of the many features of equipment and arrangement of the C. & N.-W. Ry. Co.'s great new elevator should be applicable to handling grain in your plant. Go through the story and find it. Without exception it is the most complete grain handling plant yet constructed.

THE HAY TRADE has attracted the attention of the Food Administration and all dealers will soon be required to take out a government license and make monthly reports to the Food Administrator, giving the volume of business and the stock on hand each month. While it is denied that the Administrator has any intent of fixing the price of hay, it is barely possible that it might be found necessary, in order to facilitate the fixing of the price of milk, which is said to be contemplated. The price might be fixed below the current market values, so look out.

MAY, 1918, bring peace, joy and contentment to the grain trade and relief from governmental control and interference. While all belligerents are most earnestly wishing for peace, it does not now seem to be near, but the more the non-combatants wish for its realization, the sooner will it come.

THE LAW providing for a tax of 3% on the amount paid for transportation by rail or water was clearly intended to be imposed upon the person paying for the transportation, and is so specifically provided in Section 501 of the law. There seems to be no room for dispute in the matter, altho some receivers and shippers seem to be at variance in the matter. The buyer of the service pays the tax.

THE WEBB BILL, designed to encourage and foster our export trade, by relieving combinations of exporters from the provisions of the Sherman and the Clayton Anti-Trust acts, has passed both houses and it seems certain soon to be a law. This will permit combinations of exporters in promoting our foreign trade and should result in material increase in all foreign trade, thru the co-operation of American manufacturers in line for foreign business.

AS WE consider the casualties on the battlefields of Europe let the casualties in the industrial establishments of America be not forgotten. The injuries of battle may be said to be unavoidable, and it is to be remembered that they are inflicted by the enemy after careful preparation to accomplish maiming, death and destruction. A comparison drawn between the injuries of war and those other accidents, which are due not to design but to our own carelessness, makes our industrial casualty list seem senseless indeed. Preventable accidents, like preventable fires, should cease; but they will be with us until every person, both employer and employe, is ready to do his whole duty to eliminate them.

THE YEAR which is all but gone has brought much to the grain trade; and not the least of the things which it has shown has been the realization that has come of the vital part in the vast scheme of things played by the men who handle the grain crops of the country. It has been a year of service to the nation and to humanity, an unselfish service which the men in the trade have been glad and eager to render. There will come a time (it may or may not be in the year soon to begin) when the nation and the world will recognize and acknowledge the self-effacing willingness to serve that characterized the grain dealers of America in 1917; and the fact that acknowledgment will not be followed by reward does not prevent the grain trade from resolving to render a still greater service in 1918.

PRESENT your elevator with a complete lightning rod equipment and watch it stand undismayed and untouched through the most severe thunder storms. A present of that kind will be a source of satisfaction to you for many years and its cost will be returned in reduced insurance premiums.

GRAIN MEN are asking the government to do one of two things, to rescind or modify restrictions on corn futures or to establish maximum and minimum prices on cash corn. Prices of cash corn and of futures are not within speaking distance of each other. Elevator men are not disposed to accumulate corn in quantity because of the impossibility of hedging by sales on the market. December corn sold consistently at \$1.24-25, while cash corn easily brought \$1.80. This is an example of regulation that does not regulate or serve any useful purpose, that is neither one thing or the other and that interferes seriously with the conduct of the grain trade.

CARS must be supplied grain shippers ahead of the munitions manufacturers. Grain shippers who are not getting cars should ascertain if there are any munition manufacturers on the line of their road getting cars in violation of the priority order. By the express terms of the order of R. S. Lovett, by authority of the President, "Priority in car supply and in movement is granted to live stock, perishable freight, food and feed, against shipments of military supplies when consigned direct to the United States government or the authorized officers of the army, navy or shipping board, or the allies or to any cantonment, post or arsenal or shipbuilding plant." Strictly enforced, the munitions manufacturers and war material plants can not turn a wheel until after the grain shippers have had all the cars they need.

FREIGHT ARBITRARIES are making unusual trouble for grain shippers who have government contracts. Depending on the freight rates quoted by unposted station agents, many shippers have sold the government grain and then been charged an arbitrary in excess of their profit. One shipper, who was quoted the Montgomery, Ala., rate on oats to Camp Sheridan, was surprised and grieved to find in his freight bill a charge for an arbitrary of \$1.20 a ton. While everyone will readily admit that the arbitraries added for switching to nearby camps are out of all proportion to the additional service rendered, still there is no way of evading the extra tax, even tho the station agent did quote a lower rate. Before entering into contracts with the government for grain or hay, it behooves the shipper to make sure of his freight rate.

BY SPECIAL dispensation farmers of England are permitted to sell potatoes for less than the minimum price established by the food administrator. In response to patriotic and price appeals farmers turned to with a will and produced a bumper crop of potatoes, more than the country could absorb at the minimum price, so special permission was given to sell for less, and the government pays the difference. Change potatoes to wheat and some day a similar state of affairs may be recorded in the United States.

THAT two thirds of our fires are preventable is the opinion of men who have investigated the subject. A preventable fire is one that should never have occurred, and the fact that a majority of the fires in America fall within this class is a sad reflection on our vaunted efficiency. Each of us is in some measure responsible for the carelessness which permits this condition to exist, and the remedy consists of an application of individual carefulness. Now, more than ever before, is the time to apply the remedy.

MANY RAILROADS continue to insist upon having all orders for cars presented on Form 18 of the State Council of National Defense and some are even going to the extreme of refusing to recognize any other orders, but it seems that purchasing quartermasters are now sending car orders direct to the railroads for cars required by shippers having contracts with them. With so many different authorities directing the movement of empties, it is no wonder the traffic manager in control of equipment goes mad. Everybody needs better car service.

Distribution of Cars in Illinois.

The distribution of cars to mines in Illinois will be governed by the Interstate Commerce Commission, the Illinois State Supreme Court having ruled last week that the Commission alone has the power to govern. The orders of the Commission and the State Board of Public Utilities were at variance and the B. & O. S-W. R. R. preferred to heed that issued by the Commission. So henceforth the I. C. Commission can control the distribution of all cars in Illinois if it sees fit to override the regulations promulgated by the State Utilities Board.

The supreme courts of other states may have a higher regard for their local authorities and deny the I. C. Commission the right to have any say regarding the distribution of cars. It would seem high time the elevator operators of Illinois appealed to the I. C. Commission for an order giving preference, in the distribution of box cars, to would-be shippers who tender the products of many farms and have grain in carload lots ready for quick loading. Elevator men do not delay any car until grain can be hauled in from farms and what is more they are prepared to cooper their cars so as to prevent the wanton waste of needed foodstuffs.

Kitchin's Excess Profits Tax Mess.

That War Revenue Act was a wonderful instrument when the House and Senate Com'ites got through with it. Its just, comprehensive, nation-saving character could be proved at any time by Congressman Kitchin, chairman of the House Com'ite. Under pressure he might have admitted that predatory business interests had endeavored to be heard, but, "They were properly squelched. You can trust your Uncle Kitchin for that."

One blissful day, after the last ultimate comma had been placed and the last afterthought provision had been inserted, synopses of the act that was to raise the greatest war fund of the world were given to an enthralled public. The Big Fellow had been hit. Of course the fellow who got a thousand dollars a year, or more, was to be taxed (all tax eaters being exempt from that provision) and there were taxes on most of the things most people are accustomed to do, but, just look what we have done for the people by putting the burden of the war on the men who are making money out of war and who will make more money in the future! Look at Title II—War Excess Profits Tax!

Obedying the injunction the public took a look, then raised its dazed eyes and wanted to know what it all meant.

When addressed individually congressmen and senators replied hastily that they did not know. They voted for the bill, yes, but were not familiar with its provisions.

Immediately upon receipt of official copies of the act lawyers, bankers and business men endeavored to apply it to their own affairs. Starting with like premises they found it possible to arrive at a half dozen conclusions, each one differing radically from all others, and all based on reasonable interpretations of the law.

After struggling along for three months the impossible situation was given up as hopeless, for the profits tax act failed in the essential particular that it was not certain, and was arbitrary. Congress probably will rewrite this part of the act. It probably will be re-worded so that at least two people of more than average intelligence may arrive on a common understanding of its intent, and the less fortunate mortals can follow in their lead.

While this act was before congress delegations from manufacturers, dealers and merchants organizations and heads of stock exchanges and boards of trade appeared before the Finance and Ways and Means Com'ites and urged that business be not taxed out of existence. These delegations, appearing in person and urging their views by letter, telegraph and telephone received scant courtesy at the hands of Boss Kitchin. Taking the bits in his teeth he determined that this one time, at any rate, "Big Business should not have its way" and that the Champions of the Rights of the Pee-

pul should be undismayed and uninfluenced by selfseeking representatives of The Interests.

One result of Congressman Kitchin's unyielding disposition has been to cause business interests to spend hundreds of thousands of dollars trying to ascertain what Congress had in mind, but the effort has not been rewarded with success.

If a congressman can be found who will guarantee the correct interpretation of the law, the business press of the country will pay him handsomely for his explanation.

Is Uniform Grading Coming?

The members of the grain trade of the United States, who have been striving for many years to attain uniform rules governing the grading of all grain and uniform grading under those rules, gladly accepted the establishment of rules by the Federal government and the supervision of the grading, expecting that supervisors and assistants would be appointed who would be, by long years of experience, well fitted for bringing the grading to a uniform basis and keeping it there. After many trials, it was generally concluded by men active in the grain business, that it would be impossible to attain uniformity without the careful supervision of traveling experts, who should advise with and correct the practices of the different inspection authorities, so as to bring all to the much desired uniformity which the trade had striven long to attain.

Uniform rules may be of some benefit to the grain trade, even tho they do necessitate the establishment of extensive laboratories for conducting minute tests, but the uniformity sought by all classes of the trade does not seem to be any nearer to the wheat and oats trade than it was before Federal grades were established for these grains. The different inspection authorities are all complaining of the great expense of carrying on the work, notwithstanding Federal Grades have so far been provided for but two grains, and even more expense will be necessary when Federal Rules for the grading of oats, rye and barley are established.

Uniformity in grading would facilitate and promote trade, but variations, which permit of grain being classified differently in different markets, fill traders with suspicion of both rules and inspectors and raise the question, "What has been accomplished by Federal Supervision?"

In the days when each inspection authority was forced by the competition of neighboring markets, to grade grain more and more leniently, the practical results desired were attained without the necessity of charging \$1 a car for classification. The recent investigation conducted by the Bureau of Markets seems to prove beyond all doubt that both grower and dealer in wheat are dissatisfied and in some sections completely disgusted with the results attained, but even tho all were content with the Federal Grades as established, none would ever be satisfied until uniformity is a reality.

Will "Someone Head Us Off"?

Everyone has laughed heartily at the bumpkin as the calf with which he was yoked to a homemade plow pulled both him and the plow down the field at a wild pace, but none responded to his appeal, "Someone head us off."

The business man of today is in much the same dilemma as Sut Luvingood, and he cries aloud as he is pulled down the business field handicapped by senseless restrictions, regulations and groundless accusations, the product of political greed—"Someone head us off."

Recently three different committees or commissions were employed in conducting investigations of the grain trade at Minneapolis and the principal thing developed, aside from the intense jealousy of each delegation for the others, was that the grain trade is far too highly organized for the average "reformer" ever to give sufficient time and study to its complicated workings to understand the real service rendered the producer and consumer. Even if they did understand the great economics effected by our established system of marketing grain, to admit it would deprive them of employment.

The Federal Trade Commission, one of the permanent burdens now saddled upon the business of the land, in its annual report to Congress seeks to have its powers increased and extended so as to give it drastic authority over industrial corporations and even over the business of individuals, similar to that of the Interstate Commerce Commission over railroads. It wants detailed reports in a comprehensive way regarding all business. It asks that the government's powers of price fixing be extended. In other words, these wiseacres, these business failures, want a permanent job of running everything for the country.

Business men who recognize the great danger of entrusting more power to the never ending line of intermeddling commissions will quickly discern the necessity of protesting most vigorously to their representatives in Congress against burdening business with aimless investigations and useless regulations. Punish the wrongdoer, yes, but do not penalize or unnecessarily yoke the merchant who is conducting his business honestly. He already has his full share of natural difficulties.

Will someone please head us off?

One of the greatest fizzles of modern times is government by commissions. The people elect self-seeking demagogues to enact just laws and these law-makers feel duty bound, in return for the favor to provide sinecures for their faithful henchmen, so a commission is established to take care of them.

Few commissions do more than roil the water about their particular field of activity, their only purpose seeming to

be the temporary justification of their employment. Their useless investigations into strange fields seldom develop more than purely elementary facts, the Government wastes still more money to print what everyone engaged in that line of business knows. No sincere attempt is made at effecting improvements or reforms. The men who have specialized in the line under investigation for a lifetime are looked upon with suspicion and distrust, so any practical suggestion they may advance falls on deaf ears.

At one time in the history of the nation it was customary to enact laws and punish or fine those violating them, so only offenders suffered. Now the irresponsible and the nomadic fly-by-nights are seldom disturbed, but reputable established business is compelled to stand guard all the time and submit to the expense and indignity of frequent quasi-indictments by commissions having little knowledge of the business about which they chatter in the daily press. Real criminals if ever convicted are generally pardoned or paroled, while the successful business man is kept continually on trial to satisfy the needs of selfseeking "patriots" out of a job.

With a long list of commissions and committees investigating every line of human activity we will soon have a larger list of office holders than of real producers, and the cost of doing any business will be double the amount necessary because of these barnacles.

Will someone head us off?

Bulk Handling on the Pacific Coast.

The grain growers and dealers of the Pacific Coast have long recognized the great economy and the greater convenience of handling grain in bulk over their primeval bag handling methods, but prejudice and the inability of the growers to get out of the old time rut have prevented the discarding of bags. Now both burlap and labor are so expensive and so difficult to obtain that the grain growers of the coast at last recognize the absolute necessity of changing and changing quickly.

Contracts for some bulk handling plants at interior and terminal points have already been let, and no doubt many others will soon be made, so as to facilitate the marketing of the 1918 crop at the minimum cost of handling. Different organizations of growers of the Pacific Coast have recently adopted resolutions favorable to the change, and it would seem to the advantage of all that it be made throughout the district, so that no growers will be put to unnecessary expense in handling the coming crop.

Bulk handling methods have long been in vogue in sections of the country where more kinds of grain are produced, hence more bins are necessary for the proper grading and classification of receipts. It

should be a very easy matter to reduce the cost of getting grain from the Pacific Coast farms to the terminal markets 75% on the coming crop, but it will require much preparation between now and the first of July.

Christmas, 1917.

Christ's spirit lightens the dingy world at Christmas time when in greater measure men reflect His all embracing love.

Christmas cheer and good will undermine old grudges, destroy barriers and lighten the heart. It brings a reconsecration to higher ideals.

Christmas this year dawned upon a saddened world, greatly troubled by and engrossed in its gigantic problems and much concerned with what the future has in store.

Not lightly or carelessly did America this year prepare for and welcome the Yuletide. Instead of the jollity characteristic of the holidays was a sober realization of the magnitude of the task the nation has undertaken and a reconsecration to that task, grim and distasteful though the work be.

At the beginning of the world's giant conflict, like the Samaritan of old, this nation ministered to those of the nations of the world which fell among thieves and pirates. While deploring and abhorring a condition that made relief on so vast a scale necessary, the response this nation gave to the appeal was instant, adequate and intelligent.

Then went forth the word that knowingly drew this nation into the struggle and it stepped calmly into the ranks of those who deny the right of might to rule and which, in obedience to that idea, put aside other affairs to establish the power of right.

A year ago we sympathized with all engaged in the bloody struggle. Now we rededicate ourselves, our sons and our fortunes to the determination of the issue. In this America is inspired by the Christ spirit that indeed and in truth shall there be "Peace on earth, good will to men."

More and more is the Christ spirit reflected by men. It may be seen in the progress of humankind along every line of thought and in every direction in which energy is expended. Its elemental justice and kindness may be found in the rules and orders of great industrial companies, it appears on the statute books of municipality, state and nation, its essence flows out from the individual.

It is the one agent which insures against disaster from any sources. It is the force which guarantees the ultimate triumphs of that which is right. It is that which rallied thousands to the colors and that which inspires all who march under the Stars and Stripes.

Christmas, 1917, is not so light, so gay, so carefree as those of yore but it is the Christmas of realization, consecration and determination. We shall do better and in a kindlier spirit those things which it shall be our duty to do in the year so soon to dawn.

The Grain Dealers Christmas.

'Tis Christmas, Jim's merry
And bright as the berry
That grows on the holly.
Sure, Jim has his troubles,
Regards them as bubbles,
For Jim is that jolly.

By nation persuaded
In trouble Jim waded
Without counting the cost;
But his smile came to view,
As he said, "See 'er thru,"
And that smile he's not lost.

Of rules, regulations,
And finer gradations,
Poor Jim got an earful;
Yet with prices all fixed
And advices all mixed,
Still, Jim he is cheerful.

Now Jim had a cargo
Held up by embargo,
All because of the war;
And for wheat on the spot
He paid more than he got,
But at that he ain't sore.

And, Jim, he don't mumble
And nary a grumble
Do you get out of him.
"We're licking the Kaiser,
"We'll make him some wiser,
"Now you get me," said Jim.

CON VEYOR.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Exemption Boards Should Leave Some Elevator Builders.

Grain Dealers Journal: We notice your article on page 901, in regard to giving elevator material priority in shipment. We believe that this is a very good idea, but we do not think that these elevators should all be built on the coast line, as the more grain assembled at one point, the more easily it is destroyed. These elevators should be at the receiving stations in the grain growing country.

More than this, we believe there is no class of people more heavily hit by the draft than the elevator contractors. Owing to the fact that it is necessary to have young men without large families, physically able to climb around and run the risk of elevator construction, and to be away from home continually, to do this work, the war boards of the different districts have eagerly taken every man of this class, regardless of the fact that his work cannot be reproduced by women or old men.

We believe the elevator contractors should have preference, not only on shipment of material, but also in labor. It takes more years to make an elevator builder than any other line that we know of, and when they take men of long experience in elevator building, they are doing the country, as a whole, a damage not easily repaired.

Elevators not properly built with the necessary safety facilities are dangerous structures to operate, and improperly built elevators are also a cause, in a great many instances, of fire, destroying many dollars' worth of property. We believe that enough men and material should be set aside, or used in such a way, as to keep up at least our present facilities for grain handling at country stations. This will spread the risk of

damage and loss by fire or other causes that might occur should all grain storage plants be concentrated at terminal points. —Yours truly, White Star Co., A. C. Rynders, Mgr., Wichita, Kan.

Competition Severe in Montana.

Grain Dealers Journal: I have found that the federal grain standards are from one to two grades more severe than the old Minnesota grades, in nearly all cases favoring the purchaser who buys to convert it into some product. Some of these Montana flour mills are willing to give the farmer No. 1 for his wheat, spring and winter grain alike, forcing the grain buyers in this state to pay No. 1 price for nearly 90 per cent of the wheat. At some places the elevators have to pay nearly freight off.

At this station I am compelled to grade everything No. 1 and No. 2 and in that way I am getting out of the wheat just what I am putting into it. At the station east of me they are buying on the same basis, and paying one cent over me. I can not see where I am going to come out, to say nothing of my competitor on the east.

Competition in Montana is on a severely cut-throat basis and it promises to get worse each year, as the eastern elevator operator thinks that if only he could get into Montana he could retire in a few years. A brief experience here will show him that he has been grossly misled. The cost of running an elevator is considerably more in Montana than in the east. Added to the greater distance from market we have such items as larger salaries, heavier living expenses, gasoline, telegrams, telephone. The longer time in transit nearly doubles the interest charge. All help to make it more expensive to run an elevator.—W. A. Clark, Barber, Mont.

The Best Is Not the Cheapest.

Grain Dealers Journal: Will the failure of elevator contractors in the West convince the owners of the elevators it pays in the long run to give the contractor who makes it a strong point to build the best, not the cheap thing, a fair price, a price that will insure them a building equipped to handle grain at the lowest margin of cost, that eliminates up-keep, repairs and replacements, and leaves the contractor a fair profit?

Failures mean a loss not only to the contractor. This includes lumber, manufacturers, supply men, merchants, laborers, in fact, all who furnish materials to build; and this is not all. The owners, some of them that were so "fortunate" as to contract for their work at cost to the contractor, may be called upon to pay for material, supplies and labor, even though they have paid the contractor in full.

It seems to be the practice of owners in western territory to invite several contractors to compete for the work, start a fight, and be in at the finish for profit. Some of these contractors are not going to stand for others securing any of this work and perhaps design the cheapest, rottenest thing to reduce the cost and even then go way below cost to secure the business, and use inferior materials and less of it to come out even, with the result the thing erected for a grain elevator is a grain box with junk for equipment. The storage repaired, equipment replaced, break downs and loss of business amount to much more than the few hundred dollars saved by being "shrewd."

The owners, no doubt, have been forced

to believe all the builders are "skinnners," and prefer to be skinned by the contractor who offers to do the work the cheapest. For this reason those builders who wish to do first-class work are taking few contracts and are doing construction on the percentage plan, the percentage above cost paid by the owner amounting to a fair profit. Their slogan is "The best is not the cheapest," and they have confidence enough in the builder to entrust it all to him.—J. F. Younglove, Sioux City, Ia.

110,000 Lbs.

Grain Dealers Journal: With reference to heavy loads of grain, on Dec. 18th we loaded from our plant here into car U. P. 121370 110,000 lbs. of No. 3 white bulk corn for the Seaboard Feed & Produce Co., Henderson, N. C., which cost then including freight \$3,437.50. This is the heaviest car of grain we ever loaded and also the largest car ever forwarded from this station.—Duck River Grain Co., Denver, Tenn.

Roads Do Not Furnish Burlap or Paper.

Grain Dealers Journal: It is a common sight to see cars leaking grain in transit, as the railroad companies have omitted furnishing us with burlap or paper and make it impossible for us to cooper a car right.

Cars are so scarce that we can not afford to refuse a car tendered to us in poor condition for loading.

I think that Hoover should look into this, for wheat is going to get scarce.—R. E. Chapman, buyer for New Era Milling Co., Belle Plaine, Kan.

Outcome of Hearings on "Claims for Loss and Damage to Grain."

Grain Dealers Journal: Regarding the recommendation contained in the tentative report of Examiner Wilson to the Interstate Commerce Commission, mentioned in your last number, that carriers and shippers be given opportunity to confer and endeavor to find a remedy for the variances in loading and destination weights; we have given some little thought to a plan for inspection of scales and car equipment which may, at least, be found to contain material that can be used in that ultimate scheme of control which shall safeguard the interests of both carriers and grain dealers.

It would be interesting to know what your readers think of this.

The suggested plan is as follows:

It is proposed to establish an Interstate Weighing & Inspection Bureau with power to promulgate and enforce rules and regulations governing the shipment of grain in bulk in Interstate Commerce.

The Board of Management of this Bureau shall be comprised of seven directors, the chairman appointed by the Interstate Commerce Commission with power to vote, and three directors appointed by the shippers and three by the carriers.

The permanent staff of this Bureau shall consist of one Supervisor at Chicago and superintendents at Portland, Minneapolis, Omaha, Kansas City, St. Louis, Chicago, Buffalo, and certain other places. Under the control of these superintendents there will be the following classes of men: Industry weighmen at country points of origin, railroad car inspectors at division points; scale experts and traveling inspectors and industry

weighmen at receiving elevators where the supervision is not equal to that of this Bureau, and a clerical force.

Industry weighmen will receive an annual license from the Bureau upon satisfying the traveling inspector that they are competent to operate all the weighing facilities installed at their industry which are used in Interstate Commerce for shipping or receiving grain in bulk, and the license will be personal and good only for the facilities at that industry at the time of inspection.

Should it appear to the Bureau that any industry weighman is giving fraudulent weights or is incompetent or neglectful in using his weighing facilities, they shall revoke his license and record the revocation.

Railroad car inspectors shall be placed at all division points by the railroad companies where the traffic justifies the same and they shall report daily on every car containing grain in bulk moving through that division point direct to the local superintendent of the Bureau and their report shall cover the condition of the box and all traces of leaks.

Should it appear to the Bureau that any railroad car inspector fraudulently covers up any information which he should report or is incompetent or neglectful, the railroad is to discipline or remove the car inspector as directed by the Bureau.

Scale experts are to be employed by the Bureau which shall inspect all industry scales used for the shipment of grain in bulk in Interstate Commerce and also all track scales at division points at least twice a year. Scale experts must be duly qualified to inspect each particular type of scale and its installation, and rather than be general scale experts inspecting all scales, specialists inspecting particular types of scales.

Salaries and expenses of these men to be paid by the Bureau. The transportation of scale experts and their equipment to be furnished free of charge by the carriers when on duty.

Traveling inspectors will be employed by the Bureau which will pay their salaries and expenses, and the carriers will provide their transportation free of charge. Their duties shall be to supervise and license industry weighmen and to supervise railroad car inspectors. and in general, be responsible for the operation of the weighing facilities at points where weights are not supervised by bodies authorized so to do by the Bureau. They shall also inspect cars supplied by the carriers for carrying grain in bulk and report their condition to the Bureau.

The Bureau shall authorize any or all public bodies to supervise the weighing, the scales and car inspection, at such terminals as the Bureau considers there is such an authority competent to do the work in the opinion of the supervisor and local superintendent, this would include such authorities as the Weighing Department of the Chicago Board of Trade and the Weighing and Inspection Departments of the State of Minnesota, and others.

Railroad car inspectors are to mail to the divisional office of the Bureau, on a form authorized by the Bureau, daily, a report on each and every car carrying bulk grain moving through the railroad division point.

The carriers are to provide at every division point a track scale installed to the satisfaction of the Bureau and all future track scales to have a safe capac-

ity per section of half the total capacity of the scale A. R. A. specifications, and shall mail daily to the divisional office of the Bureau the gross weight and stenciled tare weight of every car moving through the division point carrying bulk grain.

No type and make of scale shall be used for the weighing of grain in bulk in interstate commerce until it has been verified and a certificate of verification issued by the Bureau of Standards, Washington, D. C., and a copy of the certificate lodged with the Int. W. & I. Bureau by the manufacturers of the type and make of scale.

On or before a fixed date all scales in use in interstate commerce for weighing bulk grain must be a verified type and the scale and installation approved by the Int. W. & I. Bureau's scale expert or by such other scale experts as have been authorized by the Int. W. & I. Bureau.

The Int. W. & I. Bureau will issue instructions as to the weighing of grain, cooping of cars and inspection of cars to all parties concerned from time to time and such instructions will be mandatory.

Industry weighmen at country points of origin will inspect cooped cars before loading. Weighing of the grain must be done by a licensed weighman only, using a weight certificate authorized by the Bureau to be used with the type of scale over which the weighing is done.

The original copy of this weight certificate is to be sent to the divisional office of the Bureau the day the B/L is signed, one copy to accompany the B/L and a third copy to be kept on file in the office of the industry.

Every receiver of grain must carefully inspect every car before unloading it at points where there is no authorized body to do it and report upon the condition of each car upon authorized forms, and mail original to the divisional office of the Bureau.

Every car must be thoroughly swept in accordance with the regulations of the Bureau at unsupervised points and must be inspected when empty by a licensed weighman and the weighing must be done personally by a licensed weighman and he shall make out a weight certificate on the authorized form, sending the original the day the car is unloaded, to the divisional office of the Bureau, a copy to the consignor or his agent and file a third copy in the industry's office.

The Int. W. & I. Bureau shall make full inquiry and establish tolerances to cover sampling, handling, scale variances and other losses and gains, if any, for each kind of grain and this tolerance shall be deducted from all claims for loss paid by the carriers.

The Bureau shall keep records of all shipments by points of origin and by destination. These results are to be summarized and scrutinized by the Divisional Office and by the Traveling Inspector supervising the industry. If discrepancies at either end appear for which the Divisional Office cannot account, it shall institute a prompt and thorough investigation at the delinquent point.

In case of a discrepancy between shippers and destination weights, the shipper will present his claim to the local railroad agent backed by the usual documents.

The carrier will pass all claims on to the Int. W. & I. Bureau and no claim must be paid without their authority, irrespective of the state of the car.

The Bureau will consider all the evi-

dence before it as to weights of the particular car at each end, state of weighing facilities at each end, car condition reports, division track scale weights and if in doubt make special investigation of any or all the above.

The Bureau will always deduct the tolerance established from every claim and will order the railroad to pay such an amount as they determine is just, which may be less than the amount claimed, even if the car was found defective.

The Bureau will instruct its superintendents in case of clear record cars to deduct the tolerance and after full investigation if nothing can be developed and the superintendent is satisfied that the shippers weighing facilities were in good order and that the licensed weighman understands the operation of his scale and the traveling inspector's report on his work is favorable, shall order the railroad company to pay the claim.

The Bureau shall report to the shipper the reasons or evidence for compromising or declining the payment of any claim.

The shipper will pay the Int. W. & I. Bureau — cents per car on all cars shipped with a minimum of \$ — which latter sum must be paid on receipt of weighman's license.

The receiver at unsupervised points will pay the Int. W. & I. Bureau — cents per car on all cars unloaded by him with a minimum of \$ — which latter sum must be paid on receipt of weighman's license.

The receivers at supervised points will pay the Int. W. & I. Bureau — cents per car on all cars unloaded by them, to be paid monthly to the Bureau. Yours very truly, Richardson Scale Co., H. E. Godfrey, Sec'y & Treas., Passaic, N. J.

EVERY grain dealer should have the Grain Dealers Journal; we would not want to do without it.—W. S. Nicholson Grain Co., Kansas City, Mo.

FRANCE had a wheat supply on Dec. 20 only sufficient for three days, and the stock of oats was no larger. The deficit in wheat is 36,000,000 hundred weight. The bread ration is said to be larger than that of many enemy, neutral and allied countries. Great Britain and the United States must furnish tonnage to supply the deficit. Rigid economy is being urged.

Coming Conventions.

Jan. 3 to 5—Washington Grain Growers, Shippers & Millers Ass'n at Pullman, Wash.

Jan. 15-16.—Indiana Grain Dealers Ass'n at Indianapolis.

Jan. 29-31—South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.

Jan. 22-24—Farmers Grain Dealers Ass'n of Iowa, Fort Dodge, Ia.

Feb. 19-21—Farmers Grain Dealers Ass'n of Minnesota, Minneapolis.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25—Grain Dealers National Ass'n at Milwaukee, Wis.

Our Callers

Bert Kates, Sault Ste. Marie, Mich.

Joseph A. Henebry, mgr. Plainfield Grain Co., Plainfield, Ill.

To You.

By GEO. C. HUBBS.

If you, with your health
And your fine job
And your wide world of friends—
Prominent friends and able ones
And worthwhile ones, all;
And with your home—
A good home, and happy,
With a cheering wife
And sun-kissed, frolicing tads;
And your prominent place
In your chosen line,
If you, I say,
With all these precious, priceless things,
May still have license to worry
And be full of doubt,
And fear what the future may hold for
you—
Then may a good God regard with thou-
sandfold care
The homeless, the maimed,
The broken-hearted and the jobless,
The friendless and those destitute of daily
bread,
Or the strength or chance to earn it,
And whose all tomorrows look as empty as
today.
To you, achievement is as sure as the
morning light;
But to these others—
They can but idly hope for the things you
HAVE.

Asked— Answered

[Readers who fail to find information de-
scribed on any subject of interest to grain
dealers should send us their query for free
publication here. The experience of your
brother dealers is worth consulting. Re-
plies to queries are solicited.]

Use of Dockage Screens?

Grain Dealers Journal: We have a set
of dockage screens and would like to
know the use of them to determine the
dockage in wheat.—Bennett & Hammond,
McComb, O.

Ans.: The use of these sieves was fully
described on page 390 of the *Grain Dealers
Journal* for Sept. 10. The same information
was published by the U. S. Department of
Agriculture Oct. 10 in Service and Regu-
latory Announcements No. 26, and in No-
vember in *Farmers Bulletin* 919.

Does This Road Furnish Grain Doors?

Grain Dealers Journal: I have been un-
able to get the railroad company to fur-
nish grain doors, and would like to know
if that is general all over the country or
am I unfortunately located on the Denver
& Salt Lake Railroad.

I wish only fair treatment the same as
other shippers.

Have I any recourse, or must I just
keep on furnishing doors and charging
it to operating expense?—R. H. Howard,
Craig, Colo.

Ans.: I beg to advise that our tariffs
contain no provision for furnishing grain
doors for cars loaded with grain, nor do
we reimburse shippers for their expense in
providing such doors.—W. H. Paul, general
freight agent Denver & Salt Lake R. R.
Co., Denver, Colo.

Is Grain Corporation Stock For Sale?

Grain Dealers Journal: Hoover in his
report to Congress as given in last num-
ber of the *Journal*, page 882, states that
there was received during October \$10,-
000,000 from sales of the capital stock
of the U. S. Food Administration Grain
Corporation.

We are curious to know if the Grain
Corporation is a private concern operat-
ing for profit and if the stock is salable

to the public.—A. C. Schuff & Co., Louis-
ville, Ky.

Ans.: The Grain Corporation is conducted
as a private corporation. It has a monop-
oly of wheat sales to mills in the volun-
tary agreement and earning immense sums
in the one per cent commission on all
wheat milled; but no stock has been of-
fered for sale to individuals, and presum-
ably Mr. Hoover's statement meant a sale
of the stock to the Federal Government, so
that the profits over and above all ex-
penses will be turned into the public treas-
ury. It is simply a case of the government
engaging in business. Thru the Grain Cor-
poration the Federal Government has en-
gaged in the wheat commission business.
It is not yet in the grain elevator business
or the milling business, tho its regulations
affect the elevator business adversely and
the milling business profitably.

Recovery of Loss Due to Govern- ment Price Fixing?

Grain Dealers Journal: How should we
proceed to file claim with the Govern-
ment for loss on wheat due to the fixing
of price by the Government? At the time
of the fixing of the price by the Govern-
ment we had on hand some 18,000 bus.
of wheat, forcing upon us an unavoid-
able loss of more than \$7,000, which has
practically put us out of business. We
wish to know if there is any way that we
have to secure this loss. If so how
should we proceed and how and with
whom should we file claim for this al-
leged loss? We are to date about \$6,000
on the red side due solely to the price fix-
ing by the Government. We are not a
strong firm and are badly crippled by the
action of the Government.—O. K. Grain
Co.

Ans.: This claim is one falling under
the jurisdiction of the United States Court
of Claims, a court which meets annually
Dec. 1 at Washington, with at least three
judges sitting.

U. S. Judicial Code, Sec. 145, reads as
follows: Jurisdiction. All claims (except
for pensions) founded upon the Constitu-
tion of the United States or any law of
Congress, upon any regulation of an ex-
ecutive department, upon any contract ex-
press or implied, with the Government of
the United States or for damages, liqui-
dated or unliquidated, in cases not sound-
ing in tort, in respect of which claims the
party would be entitled to redress against
the United States either in a court of law,
equity or admiralty, if the United States
were suable.

Sec. 156 provides that claims must be
filed in the court within 6 years after the
claim first accrues.

Sec. 159 prescribes that the petition shall
set forth the facts and be verified by affi-
davit of the claimant, his agent or attor-
ney.

Sec. 177 provides that no interest will be
allowed up to the time of the rendition of
judgment.

Complying with Sec. 159, in presenting
claim, the claimant should recite the en-
actment of the Food Control Law, the ap-
pointment of the price fixing com'te by
the President, the setting of the price by
the com'te at \$2.20, the creation of the
Food Administration Grain Corporation,
the Grain Corporation's agreement with
millers forbidding them from paying more
than the set price, and the difference be-
tween the price paid by claimant and that
which he was compelled to accept by
reason of the price control, and the num-
ber of bushels.

In preparing statement of claim care
should be taken not to include any item
arising out of any agent of the Food Ad-
ministration having exceeded his author-
ity. For example, Julius Barnes, Pres. of
the Grain Corporation, stated at the annual
meeting of the Grain Dealers National
Ass'n that the zone manager at Kansas
City was exceeding his authority if he was
instructing Oklahoma elevator operators
that they must not ship wheat except to
people to whom they were instructed to
ship. The Government is not liable for
loss suffered by following such unauthor-
ized rule.

Presumably the price control was of im-
mense advantage to the public or it would
not have been undertaken, and in view of
such alleged immense benefit to the public,
the people should pay the losses that are
comparatively small, tho very important to
the individual who has been put out of
business.

Damages from Railroad for Burn- ing Elevator?

Grain Dealers Journal: My elevator
on the Union Pacific right of way burned
on the morning of Dec. 15 and the fire is
supposed to have been caused by sparks
from a Union Pacific locomotive engine.
My loss over and above the insurance
is at least \$1,500. Can I recover this
loss? My lease is the usual form issued
by the Union Pacific Railroad Co.—F. P.
Hawthorne, McPherson, Kan.

Ans.: These railroad leases almost invari-
ably exempt the railroad company from
liability for fire started by its engines, even
tho they may be defective or negligently
operated. Such is the purpose of the lease,
but many courts have refused to release
railroad companies from liability for dam-
ages due to carelessness of employees. With
the elevator on his own ground the oper-
ator could hold the company for damages.

Allotting Cars to Scoopers?

Grain Dealers Journal: One thing I
have to contend with here I do not think
is quite right and that is that scoopers
and farmers who have no grain on the
spot can order cars and get them in turn
with the elevator operator. It seems to
me the elevator man should have the
preference. The railroad agent says that
the Interstate Commerce Law requires
the roads to treat all alike.—G. W. Stapp,
Good Hope, Ill.

Ans.: In Illinois the distribution of grain
cars during a period of car shortage is
governed by Conference Ruling No. 24 of
the Illinois Public Utilities Commission, is-
sued Sept. 22, 1916, prescribing a division
of cars in proportion to the shipments
made by each shipper during the preceding
four years. The effect of this ruling is to
give elevator operators more cars who
handle grain from many farms and a much
greater number of cars than are given to a
farmer handling grain from his own farm
only.

If a farmer has never shipped grain he is
entitled to no more than his ratio of all
shippers of grain at that station, under the
following Rule V:

"Such shipper shall receive cars accord-
ing to the average grain car ratio of all
shippers on the line of said carrier at the
station where said shipper may be lo-
cated."

The rule does not discriminate between
farmer and elevator operator.

Grain Overloading Margins.

A new rule governing the overloading
of its equipment will be put into effect
Jan. 7, by the Chicago, Rock Island &
Pacific. Cars of less than 80,000 lbs.
capacity, when loaded in excess of 110%,
and cars of more than 80,000 lbs. capacity
when loaded in excess of 120% of stenc-
iled capacity, will not be forwarded.

When the railroad company transfers
grain or other freight the actual cost of
the work, subject to a minimum charge
of \$5, will be assessed. Overloaded cars
are delayed at transfer points. Where it
becomes necessary to sell a part of the
load locally the shipper usually loses on
the price of that part of the shipment of
which disposition is made.

The railroad company is considering
the imposition of a heavier penalty with
a view to putting a stop to the practice
of overloading its equipment, from which
practice the railroad company suffers
heavy losses.

UNDER TREASURY Department regula-
tions brewers may not produce beer con-
taining more than 23¼ per cent alcohol
during 1918 and must not consume more
than 70 per cent of the quantities of ma-
terials used during 1917. All brewers
must secure special license not later than
Jan. 1. Customs collectors also have been
notified.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal., Dec. 7.—Receipts of grain at this market during November were as follows: wheat, 214,580 cents; corn, 18,365 cents; oats, 70,625 cents; rye, 1,330 cents; and barley, 180,045 cents. Owing to government regulations regarding exports it is not possible to give shipments during the month, but for November, 1916, shipments were as follows: wheat, 11,104 cents; corn, 984 cents; oats, 3,990 cents; and barley, 58,322 cents. During the 12 months prior to Dec. 1, 1917, a total of 216,266 cents of corn was received at this market, compared with 161,049 cents for the 12 months prior to Dec. 1, 1916. Figures cannot be furnished for the shipments during the 12 months prior to Dec. 1, last, but for the 12 months prior to Dec. 1, 1916, the quantity shipped was 42,859 cents.—Grain Trade Ass'n.

COLORADO.

Denver, Colo.—The farmers in Colorado have all stopped selling beans, and at the present time there is no movement at all.K.

ILLINOIS.

Troy Grove, Ill., Dec. 19.—Oats are moving freely at present.—Vern L. Marks, mgr. H. C. Moore & Co.

Van Orin, Ill., Oct. 20.—About 50% of the oats in farmers hands, and they are holding the part of the crop which they still have.—Van Orin Farmers Elvtr. & Supply Co.

INDIANA.

Bicknell, Ind., Dec. 14.—Nearly all of the wheat in this locality has been marketed. There will be no corn to ship, and farmers will have to ship in feed next year.—O. L. Barr.

KANSAS.

Topeka, Kan., Dec. 21.—It is estimated that 9,401,700 bus., or 22.7%, of this year's wheat crop was in the growers' hands Dec. 1.—J. C. Mohler, sec'y state board of agriculture.

MINNESOTA.

Monterey, Minn., Dec. 11.—About 60% of the oats has been marketed.—Monterey Farmers Elvtr. Co., G. C. Satter, mgr.

Badger, Minn., Dec. 16.—About 65% of the rye crop and 50% of the wheat have been marketed. The greater portion of the oats and barley will be used for home consumption.—H. B. Lee.

Duluth, Minn.—Stores of grain in elvtrs. at the head of the Lakes were practically exhausted when the last boat cleared for lower Lake points, and it is said that there is less grain in the houses now than in any previous season. It is hoped that a good movement of grain from farmers will develop during the winter, thus making use of some of the storage room which is now standing idle.

Duluth, Minn.—Navigation for the season of 1917, so far as it affects the Duluth-Superior harbor, came to a close at midnight Dec. 14, when two steamers cleared for Buffalo with grain. The total amount of shipping for 1917 probably will be only second to the record established in 1916, despite the fact that the season opened over a week later this year than in 1916 and that until the middle of June ice fields blocked boat movement.

MISSOURI.

Jefferson City, Mo., Dec. 15.—Less than 4% of the 1916 corn is now on hand. Thirty-two per cent of wheat of the 1917 crop remains unsold on the farms.—Jewell Mayes, sec'y state board of agriculture.

Exports of Grain Weekly.

		Wheat		Corn		Oats	
		1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
		1917.	1916.	1917.	1916.	1917.	1916.
July 1 to June 30	...	281,130,000	359,355,000	61,662,000	36,620,879	119,166,000	113,876,000
July 7	...	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14	...	8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21	...	4,964,000	8,327,000	936,000	1,749,000	3,800,000	3,411,000
July 28	...	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4	...	4,757,000	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 11	...	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18	...	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25	...	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1	...	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8	...	3,338,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
Sept. 15	...	3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 22	...	1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Sept. 29	...	2,340,000	7,760,000	172,000	606,000	2,682,000	917,000
Oct. 6	...	2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Oct. 13	...	4,293,000	6,314,000	247,000	1,226,000	6,398,000	2,025,000
Oct. 20	...	2,249,000	4,329,000	87,000	276,000	3,500,000	2,897,000
Oct. 27	...	2,533,000	4,478,000	27,000	917,000	2,497,000	1,782,000
Nov. 3	...	1,572,000	5,235,000	270,000	535,000	2,476,000	893,000
Nov. 10	...	2,982,000	4,481,000	628,000	991,000	2,560,000	1,241,000
Nov. 17	...	2,655,000	4,575,000	334,000	462,000	1,915,000	1,987,000
Nov. 24	...	3,359,000	5,208,000	59,000	303,000	2,092,000	2,187,000
Dec. 1	...	2,800,000	5,076,000	164,000	532,000	1,246,000	1,108,000
Dec. 8	...	4,294,000	5,339,000	137,000	250,000	1,804,000	2,080,000
Dec. 15	...	3,521,000	4,508,000	31,000	279,000	1,589,000	2,533,000
Dec. 22	...	4,546,000	2,939,000	229,000	119,000	2,237,000	1,094,000
Total	.....	86,945,000	150,288,000	10,978,000	22,643,000	75,301,000	59,826,000

St. Louis, Mo., Dec. 13.—During the month of November there were 3,567 cars of grain unloaded under our supervision, of which 128 were leaking at grain door, 536 at box and 20 at end window.—John Dower, supervisor of weights, St. Louis Merchants Exchange.

NEBRASKA.

Omaha, Neb.—A total of 29,489,000 bus. of corn was received at this market during the 12 months ended Dec. 1, 1917, compared with 22,211,800 bus. during the 12 months ended Dec. 1, 1916. Shipments of corn during the 12 months prior to Dec. 1, 1917, were 25,623,200 bus., compared with 18,385,500 bus. during the 12 months prior to Dec. 1, 1916.—I. S. Horton.

Omaha, Neb.—Receipts of grain at this market during November were as follows: wheat, 1,868,400 bus.; corn, 903,000 bus.; oats, 2,864,000 bus.; rye, 205,700 bus.; and barley, 253,800 bus., compared with wheat, 3,030,000 bus.; corn, 1,486,800 bus.; oats, 1,237,600 bus.; rye, 176,000 bus.; and barley, 159,600 bus. during November, 1916. Shipments during the month were: wheat, 1,333,800 bus.; corn, 523,600 bus.; oats, 3,186,000 bus.; rye, 159,500 bus.; and barley, 293,400 bus., compared with wheat, 3,492,000 bus.; corn, 679,800 bus.; oats, 1,509,000 bus.;

rye, 156,000 bus.; and barley, 86,000 bus. in November, 1916.—I. S. Horton.

OHIO.

Laura, O., Dec. 8.—Twenty per cent of the old wheat in farmers hands. Many elvtrs. in this section are not operating their machinery on account of the fuel shortage.—A. B. Jones.

OKLAHOMA.

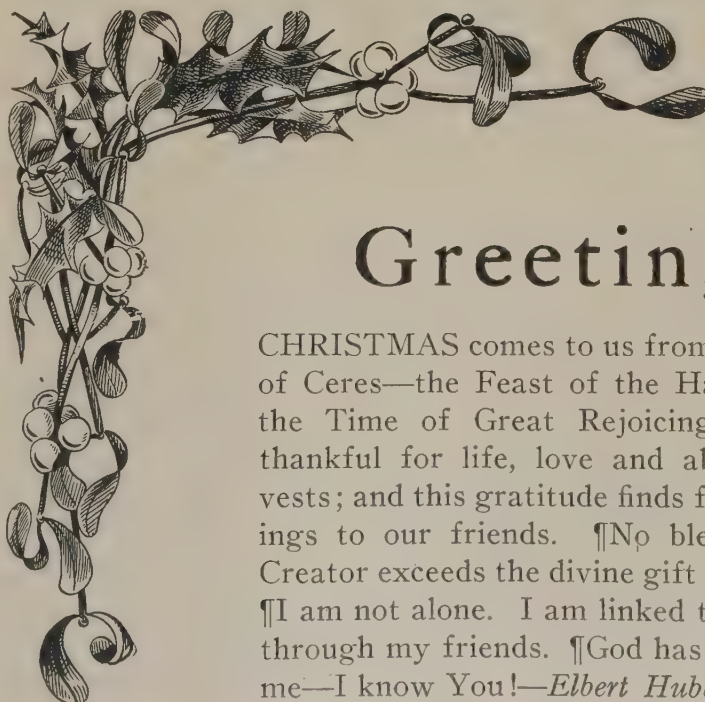
Fairview, Okla., Dec. 15.—Elvtrs. are all full of wheat, and wanting cars.—J. N. Voorhees.

Nowata, Okla., Dec. 21.—About 25% of the 1917 wheat crop and 50% of the oats still in the hands of the farmers. Some kafir has been marketed, but no milo marketed as yet.—A. D. Young.

WYOMING.

Pine Bluffs, Wyo., Dec. 10.—Owing to the scarcity of cars it has been impossible for the elvtrs. to handle all of the wheat, and only about ½ of it has been marketed.—Pine Bluffs Farmers Clearing House.

I CANNOT buy grain without the Grain Dealers Journal.—C. O. Kreider, agt. State Elvtr. Co., Ulm, Mont.



Greeting:

CHRISTMAS comes to us from the Festival of Ceres—the Feast of the Harvest. It is the Time of Great Rejoicing. ¶We are thankful for life, love and abundant harvests; and this gratitude finds form in greetings to our friends. ¶No blessing of the Creator exceeds the divine gift of friendship. ¶I am not alone. I am linked to the Infinite through my friends. ¶God has been good to me—I know You!—*Elbert Hubbard.*

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Toronto, Ont.—The acreage of fall wheat in the Province was 585,946 acres, upon which was produced 13,384,207 bus., or an average yield of 22.8 bus., compared with 704,867 acres, producing 14,942,050 bus., and yielding 21.2 bus., in 1916. The yield of this crop is practically an average one, and the general quality is also up to the standard, notwithstanding the unusually hot weather that hastened harvesting. Of spring wheat there were 182,957 acres, the yield being 20.1 bus. per acre, and the production totalling 3,679,516 bus., compared with 144,305 acres, producing 2,213,961 bus. and yielding 15.3 bus. per acre, in 1916. The acreage of spring wheat was much less than that of fall wheat, but it also has done well both as to yield and quality. Barley acreage was 551,298 acres, the yield 33.4 bus. per acre, and the production 18,387,741 bus., compared with 527,886 acres, yielding 23.5 bus. per acre, and producing 12,388,969 bus. in 1916. The yield and quality were first class, notwithstanding the drouth and extreme heat attending the ripening and harvesting of the crop. Oats produced 111,232,817 bus. on 2,763,355 acres, yielding 40.3 bus. per acre, and comparing with 71,297,528 bus. and a yield of 26.5 bus. per acre from the 2,689,762 acres of 1916. The weight per measured bushel varies from good to light. Rye production was 2,222,325 bus., which is an average of 16.7 bus. per acre on the 133,077 acres, and compares with 2,354,410 bus., and a yield of 15.8 bus. per acre on 148,738 acres in 1916. The acreage of buckwheat was 153,457 acres, producing 2,992,391 bus., and yielding 19.5 bus. per acre, as compared with 3,261,888 bus. and a yield of 14.2 bus. per acre on 229,205 acres in 1916. Much of this grain was hit by frost while standing, and very little of it had been threshed when correspondents' reports were made. Corn for husking produced 11,513,512 bus., the yield being 44.5 bus. per acre and the acreage 258,935 acres, compared with 12,717,072 bus., a yield of 49.2 bus. per acre, and an acreage of 258,332 acres in 1916. There will be considerable soft corn, much of it being touched by early frost, and there is some anxiety as to the general quality of next year's seed.—W. O. Gallo-way, sec'y Dep't of Agriculture.

ILLINOIS.

Troy Grove, Ill., Dec. 19.—The weather is bad for corn. Shellers have had to stop because the corn would not go thru the sheller.—Vern L. Marks, mgr. H. C. Moore & Co.

Van Orin, Ill., Oct. 20.—Corn is soft and much of it is molding on the cobs. Some of it has sprouted. Farmers have bot 3,000 to 4,000 hogs to feed the corn.—Van Orin Farmers Elevtr. & Supply Co.

Good Hope, Ill., Dec. 14.—There is very little wheat or rye. We have a good crop of corn and oats to be marketed as fast as we can get cars.—G. W. Stapp.

Springfield, Ill., Dec. 12.—The dep't of agriculture estimates that the total production of corn in the state was 365,654,400 bus., the acreage being 9,725,133 acres, and the yield 38 bus. per acre. The acreage planted to winter wheat is estimated to be 1,864,745 acres, an increase of 6% over that of a year ago. Condition of winter wheat on Dec. 1 was 88% of normal, or 5 points under last year. Area seeded to rye was 118,978 acres.

INDIANA.

Foresman, Ind., Dec. 17.—Farmers are husking corn. The yield is good, but the quality low.—Chas. Russell.

Wakarusa, Ind., Dec. 14.—The corn crop in this locality was very poor, and it will be necessary for the farmers to use a great deal of other kinds of feed.—Wakarusa Mlg. Co.

Bicknell, Ind., Dec. 14.—Our corn crop was a failure, due to the fact that the frost killed 75% of it and damaged the remainder a great deal. Farmers will have to buy feed for next year, and there will be no corn to ship. Wheat was looking pretty good before the cold weather, and it has had a good cover of snow during the cold weather so that I hardly think it will be hurt.—O. L. Barr.

KANSAS.

Cedar, Kan., Dec. 21.—Wheat looks good.—B. G. Morrison, agt., W. H. Morrison.

Topeka, Kan., Dec. 21.—Final threshing returns indicate that the state's production of winter wheat this year amounted to 41,479,464 bus., or an average yield per acre on the area harvested of 11.72 bus. Last year's production was 99,000,000 bus., with an average yield of 12.7 bus. to the acre. Corn yield in 1917, 106,166,517 bus., or 11½ bus. to the acre; in 1916, 62,127,191 bus., or under 9 bus. to the acre. Fifty-five per cent is of a merchantable quality, the remainder being "soft" or immature. Oats yield in 1917, 60,611,849 bus., or 26.7 bus. to the acre; last year, 29,177,688 bus., or under 20 bus. to the acre.—J. C. Mohler, sec'y state board of agriculture.

MINNESOTA.

Offer Tail, Minn., Dec. 14.—Our crops were no better than those of last year.—Farmers Equity Elevtr. Co., H. H. True, mgr.

Monterey, Minn., Dec. 11.—The corn crop here is so poor that it would be almost impossible to buy without a tester. We do not expect to handle over 10,000 bus., and last year we handled 57,000 bus.—Monterey Farmers Elevtr. Co., G. C. Satter, mgr.

MISSOURI.

Jefferson City, Mo., Dec. 15.—The acreage and production of grain in the state during 1917 were as follows: corn, 8,086,987 acres producing 268,958,027 bus.; wheat, 1,748,883 acres, 27,159,872 bus.; and oats, 1,194,006 acres, 44,987,640 bus. A total of 2,749,770 acres was seeded to winter wheat last fall, the growing condition of 80.2% on Dec. 1 having since been improved by unusually heavy snow. Based on conditions prevailing during the first week in December, 51% of the corn is gathered. Spring planting lost by overflows and other causes, 8%; and damage by frost was 15%. An investigation just completed shows that 58% of the corn is yellow and 42% white.—Jewell Mayes, sec'y state board of agriculture.

MONTANA.

Cut Bank, Mont., Dec. 14.—Crops in this locality were light, but I think they were better than in any other part of the state.—Richard Teslow.

Lewiston, Mont., Dec. 8.—Our wheat acreage in Fergus County which heretofore has raised practically one-third of the entire wheat crop of Montana, is fully up to normal and the plowing done for spring wheat indicates a spring acreage of at least 25% over normal. The weather was ideal for both the winter wheat crop and fall plowing up to Dec. 1, and then without any cold spells, we had six inches of snow fall without wind which now forms a good covering for our crops, and it is snowing again today. We do not believe the county has ever gone into the winter with crop prospects so excellent as that of this year, and we are looking ahead with a great deal of optimism toward our 1918 harvest. The feed situation is not nearly as bad with us as has been variously estimated in some of the trade journals, and we believe that Montana will go through the winter without any real hardships.—P. F. Brown Co.

NEBRASKA.

Ord, Neb., Dec. 21.—The corn crop is about an average as to quantity, but much of it is soft. However, the farmers are sorting it before putting it in the cribs.—Archie L. Burger, agt. T. B. Hord Grain Co.

Harbine, Neb., Dec. 22.—Corn averages 20 to 25 bus. per acre and there is quite a lot of soft corn. Most of it will shell later when it gets dried out.—Dick Ommen.

Rosalie, Neb., Dec. 22.—Our corn crop is in bad shape. Lots of soft corn. About ½ of the farmers find their early picked corn molding in the cribs and some of them are taking it out and spreading it on the ground.—G. V. Patrick, mgr. Farmers Grain Co.

OHIO.

Laura, O., Dec. 8.—Wheat is in fine condition. Corn contains from 28% to 44% of moisture. Think the whole crop will have to be shipped on the cob.—A. B. Jones.

OKLAHOMA.

Nowata, Okla., Dec. 21.—The recent snow has greatly improved the prospect for a wheat and oats crop for next year. The acreage in wheat is somewhat larger than last year and farmers are planning to plant a much larger acreage of oats. Not much corn was grown here, and that which was grown did not average very well as to quality.—A. D. Young.

WASHINGTON.

Cheney, Wash., Dec. 19.—The country is suffering for lack of moisture, and a great deal must come during the winter and spring to secure a crop for 1918.—The F. M. Martin Grain & Mlg. Co.

WISCONSIN.

Madison, Wis., Dec. 22.—The joint crops report shows that the area sown to winter wheat this fall is 112,000 acres, compared with 101,000 acres planted last year. The condition of winter wheat on Dec. 1 was 92% of normal, compared with 93% a year ago, and a 10-year average of 93%. The area planted to rye is 473,000 acres, compared with 446,000 acres last year, while the condition of the crop on Dec. 1 was 92% of normal, compared with 95% a year ago and a 10-year average of 95%.

McCordsville, Ind., Dec. 22.—Grain movement is slow.—G. B. McBane, mgr. McCordsville Grain Co.

WYOMING.

Pine Bluffs, Wyo., Dec. 10.—The crop was light this year, and the season late. About 250 cars of wheat tributary to this place.—Pine Bluffs Farmers Clearing House.

Yield and Acreage of 1917.

Washington, D. C., Dec. 11.—The December estimates of the Crop Reporting Board of the Bureau of Crop Estimates of the acreage and production of important farm crops of the United States in 1917 and 1916, with the average for the 5 years 1911-15, are as follows:

Crop.	Acreage.*	Per acre.	Production.	Total.*
Corn, 1917	119,755	26.4	3,159,494	
1916	105,296	24.4	2,566,927	
Av. 1911-15	105,672	26.1	2,754,164	
Winter Wheat, 1917	27,430	15.2	418,070	
1916	34,709	13.8	480,553	
Av. 1911-15	32,950	16.5	542,615	
Spring Wheat, 1917	18,511	12.6	232,758	
1916	17,607	8.8	155,765	
Av. 1911-15	18,961	13.9	263,746	
All Wheat, 1917	45,941	14.2	650,828	
1916	52,316	12.2	636,318	
Av. 1911-15	51,911	15.5	806,361	
Oats, 1917	43,572	36.4	1,587,286	
1916	41,527	30.1	1,251,337	
Av. 1911-15	38,703	31.8	1,230,499	
Barley, 1917	8,835	23.7	208,975	
1916	7,757	23.5	182,309	
Av. 1911-15	7,474	26.4	197,211	
Rye, 1917	4,102	14.7	60,145	
1916	3,213	15.2	48,862	
Av. 1911-15	2,494	16.6	41,399	
Buckwheat, 1917	1,006	17.4	17,460	
1916	828	14.1	11,662	
Av. 1911-15	808	20.4	16,514	
Flaxseed, 1917	1,809	4.7	8,473	
1916	1,474	9.7	14,296	
Av. 1911-15	2,136	8.5	18,615	
Rice, 1917	964	37.6	36,278	
1916	869	47.6	41,325	
Av. 1911-15	748	33.8	25,266	
Hay, tame, 1917	53,516	1.49	79,528	
1916	55,721	1.64	91,192	
Av. 1911-15	49,395	1.41	69,543	

*In thousands (000 omitted).

Winter Wheat and Rye.

Washington, D. C., Dec. 19.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates:

Winter Wheat area sown this fall is 42,170,000 acres, which is 4.0 per cent more than the revised estimated area sown in the fall of 1916 (viz 40,534,000 acres). Condition on Dec. 1 was 79.3 against 85.7 and 87.7 on Dec. 1, 1916 and 1915, respectively, and a ten-year average of 89.3.

Rye area sown this fall is 6,119,000 acres, which is 36.6 per cent more than the revised estimated area sown in the fall of 1916 (viz 4,480,000 acres). Condition on Dec. 1 was 84.1, against 88.8 and 91.5 on Dec. 1, 1916 and 1915, respectively, and a ten-year average of 92.2.

Details by States follow:

WINTER WHEAT.

Area Sown. Condition Dec. 1.

State.	Autumn 1917. Prelimin.	Autumn 1916. Revised.	Autumn 1917. Compared with 1916.	1917. Pct.	1916. Pct.	Ten-year Average.
N. Y.	512	445	115	84	87	94
N. J.	99	94	105	83	89	91
Penn.	1,530	1,457	105	85	91	90
Del.	146	136	107	82	89	90
Md.	737	695	106	83	88	89
Va.	1,463	1,330	110	84	89	90
W. Va.	355	323	110	85	88	89
N. C.	1,179	1,025	115	91	89	91
S. C.	270	225	120	90	87	91
Ga.	428	393	109	92	92	92
Ohio	2,145	1,950	110	83	87	88
Ind.	2,645	2,116	125	86	83	87
Ill.	2,602	2,365	110	85	91	88
Mich.	941	896	105	81	86	88
Wis.	112	101	111	92	93	93
Minn.	89	87	102	93	92	93
Iowa	459	450	102	83	92	94
Mo.	2,875	2,300	125	82	85	90
S. D.	164	182	90	76	85	91
Neb.	3,135	3,645	86	83	85	91
Kan.	9,479	9,479	100	71	83	89
Ky.	952	850	112	88	85	89
Tenn.	840	800	105	88	85	89
Ala.	144	120	120	90	85	91
Miss.	36	18	200	90	80	90
Tex.	1,622	1,725	94	57	86	87
Okla.	3,264	3,400	96	68	84	86
Ark.	288	220	131	81	87	89
Mont.	775	775	100	89	91	95
Wyom.	84	80	105	92	93	95
Colo.	462	420	110	86	91	92
N. M.	270	180	150	80	93	91
Ariz.	44	37	118	87	95	97
Utah	244	246	99	79	91	93
Nev.	5	5	100	90	90	92
Ida.	302	335	90	85	89	95
Wash.	422	754	56	73	72	92
Ore.	562	450	125	90	78	94
Cal.	489	425	115	90	89	91

U. S. 42,170 40,534 104.0 79.3 85.7 89.3

R.YE.						
N. Y.	165	150	110	88	92	94
N. J.	85	80	106	85	88	92
Penn.	283	280	101	88	89	91
Va.	99	96	103	85	89	91
Ohio	105	100	105	86	89	90
Ind.	242	210	115	89	88	91
Mich.	438	378	116	83	89	91
Wis.	473	446	106	92	95	95
Minn.	452	430	105	90	90	92
Iowa	63	60	105	93	94	95
N. D.	2,345	1,066	220	79	84	88
S. D.	486	360	135	81	87	90
Neb.	254	225	113	89	90	92
All oth.	629	599	105	88	90	92

U. S. 6,119 4,480 136.6 84.1 88.8 92.2

*In thousands (000 omitted).

ALL DUTCH ships in American ports since last spring are to be taken over and sent to sea, an agreement to that effect having been reached by the Netherlands commission, the state department and the export and shipping boards. Total tonnage of these ships is 350,000 tons, the largest quota of ships acquired by the United States since the shipping program got under way, with the exception of the German boats taken over when war was declared. There are thirty-eight steamers, in return for which Holland will receive adequate exports. The boats will not be used in the war zone.

The Consumer's Dollar?

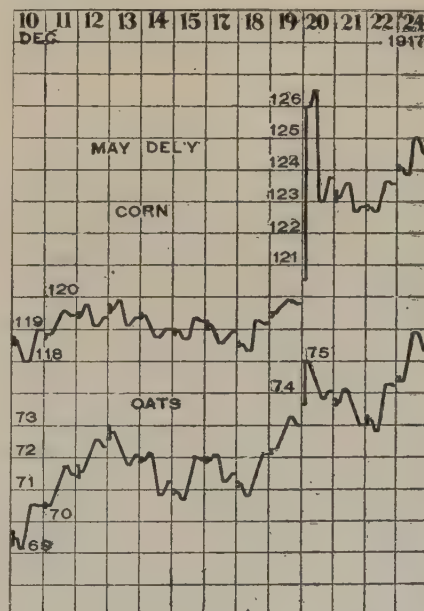
The Federal Government is conducting an investigation into certain phases of the grain trade throughout the United States. The work is being done thru the Bureau of Markets and the Federal Trade Commission jointly. The men are now at work in the Chicago market. The office of the investigation is at Room 974, 208 South LaSalle street.

This investigation is part of a general study now being made by the Federal Government, under the Food Supply Investigation Act of August 10, 1917, and the letter of President Wilson of February 7, 1917.

In a general way it may be stated this investigation is intended to show what becomes of the consumer's dollar; how much is expended in the numerous agencies employed in distribution of the grain crops. The inquiry into Board of Trade operations is but one branch of the investigation. Members of the exchanges are being asked who of their customers are investors, speculators, shippers, elevator men and millers. The force of investigators has been at work in Chicago one month and is expected to be occupied there two months longer.

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith:



J. A. Linderholm Pres. of Omaha Exchange.

The new president of the Omaha Grain Exchange began in the grain trade long before the Omaha Grain Exchange was thought a possibility, and altho his connection with the trade has been with, but one company, he is well qualified to con-



J. A. Linderholm, Omaha, Neb., Pres. Grain Exchange.

duct the office of president in the interest of the Omaha market.

Mr. Linderholm began in the grain trade 21 years ago as manager of a country elevator for the Crowell Elevator Co., the same company of which he is now secretary, having earned promotion by a merit that he conceals behind a quiet, unassuming manner. A portrait of Mr. Linderholm is given herewith.

FARMERS rather would buy gas than make denatured alcohol. Three industrial farm distilleries have been established instead of the thousands which were to appear overnight as a result of the passage of the "denatured alcohol act."

Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 22.	Dec. 24.
Chicago	72½	73½	75½	75½	74½	75	74½	75½	77½	78½	76½	76½	78½
Minneapolis	71	72½	74½	74½	73½	73½	73½	73½	76½	77½	76½	77½	78
St. Louis	72½	74½	77	77	76½	76½	76	76½	76½	79	77	79	80
Omaha	72	72	72	74½	74½	74½	74½	74½	77	77	77	77	78½
Milwaukee	72½	73½	75½	75½	74½	75	74½	75½	77½	78½	76½	77	78½
Winnipeg	78½	79½	80½	80½	79½	79½	79½	79½	81½	79½	80½	80½	81½

	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 22.	Dec. 24.
Chicago	124	124½	124½	124½	124½	125	124½	125½	126½	127½	127	127½	127½
Kansas City	127	127	127½	127½	127½	127½	127½	127½	128	128	128	128	128
St. Louis	127	127	127½	127½	127½	127½	127½	127½	127½	127½	127½	127½	127½
*Omaha	120	120	120	120	120	120	120	120	120	120	120	120	120

*May.

New York Meeting of Food Administration.

By invitation of Julius H. Barnes a special com'te of the Grain Dealers National Ass'n and a special com'te of the Council of Grain Exchanges held a business meeting with the Grain Corporation at New York, Dec. 19, to hear suggestions and complaints.

Complaint was made by terminal market representatives that the terminal elevator storage capacity is not being utilized. Geo. S. Carkener of Kansas City declared that the 25,000,000 bus. of storage at his market was practically empty. G. F. Ewe said that the Minneapolis elevators, having 50,000,000 bus. capacity, had only 50,000 bus. now in store. Frank I. King of Toledo asked for greater consideration for Board of Trade wheat dealers and the empty terminal elevators.

Mr. Barnes said it would not pay to have the wheat hauled into terminal elevators and then out again simply in order that the terminal elevators should have a chance to operate.

John R. Mauff, sec'y of the Chicago Board of Trade, inquired whether the Food Administration desired to have a maximum price on corn continued as established by the Board of Trade. Mr. Barnes referred him to Hoover.

Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, asked if scoop shovellers had to have a license, and was informed they did.

Chas. Quinn told of wheat in Oklahoma elevators that could not be moved for lack of cars; and Mr. Barnes read a new form of contract that would allow the country dealer 1/20 cent per bushel per day on grain held over a week for the account of the Grain Corporation and not moved for lack of transportation, provided 20 per cent of the grain was not moved the following week. Mr. Eikenberry said this would be fair.

As millers must account to the Grain Corporation and Food Administration on the cost of manufacture as affecting the margin of profit the permission granted at this meeting to millers, to include in their expenses an allowance to the commission merchant of 1/2 cent per bushel on wheat ordered from zone agents the commission merchant to be sent to his milling customer as a forwarding charge; and of 1 cent to commission merchants who locate supplies of wheat for millers, will enable the commission merchants to add to their income.

Mr. Barnes informed those present that one-half of the 20,000 grain dealers in the country had signed the agreement with the Grain Corporation; and that 93% of the milling capacity had signed the agreement.

Among those present were E. C. Eikenberry, Camden, O., pres., and Chas. Quinn, Toledo, O., sec'y, Grain Dealers National Ass'n; Frank I. King, Toledo, O.; Jno. O. Ballard, St. Louis; Geo. A. Wells, Des Moines, Ia., sec'y Western Grain Dealers Ass'n; Jno. R. Mauff, Chicago, pres., J. Ralph Pickell, Chicago, sec'y, of the Council of Grain Exchanges; Geo. C. Carkener, Kansas City; Robt. McDougal, Chicago; J. Ward Warner, C. A. Magnusen, Minneapolis, and Alfred Brandeis, Louisville, Ky.

In the evening Mr. Barnes tendered the visitors and the agents of the Grain Corporation a banquet at which over 50 were present. Among the speakers were J. Ralph Pickell, who took his auditors

around the world in 10 minutes, and James F. Bell, who told how much he and Mr. Barnes had been able to do for the milling business.

A. B. Hinshaw Killed.

A grade crossing accident near Nora, Ind., Dec. 17, resulted in the death of A. B. Hinshaw, an active member of the Hinshaw Elevator Co., and one of the best known members of the grain trade of Indiana.

Mr. Hinshaw resided at Westfield, near Nora, and was crossing the Monon track when an inbound passenger train crashed into his automobile, throwing it a distance of about 100 feet and completely demolishing it. He was instantly killed. He was alone at the time, with the curtains up, which fact is thought to have interfered with his vision and hearing.

Mr. Hinshaw first became identified with the grain trade about nine years ago when F. T. Hinshaw & Son bought the elevator at Nora. In 1914 they built another elevator at Horton, Ind. The business was incorporated as the Hinshaw Elevator Co. in 1915.

The deceased is survived by a widow and two daughters. His father, mother and one brother also are left to mourn his untimely taking. Mr. Hinshaw would have been 31 years old Dec. 27. His portrait is reproduced herewith.

O. W. Cook & Co., of Columbus, O., send their "Season's Greetings" on a card bearing an embossed American flag.

BANANA FLOUR having the same chemical analysis as wheat flour and purporting to be made at a cost equal to 50-cent wheat has been shown on the Chicago Board of Trade floor. The sender of the sample said the flour would be offered freely within six months.



A. B. Hinshaw, Westfield, Ind., Deceased.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. Mc. K. & Y. 80682 passed thru Carroll, Neb., Dec. 19, leaking oats at end of car. Train did not stop long enough to make repairs.—Farmers Union Co-operative Ass'n, by Larson.

N. P. 40790 passed thru Holyoke, Colo., Dec. 20, leaking hard wheat at side of car and at drawbar. Train men made repairs and car went on.—The Holyoke Equity Mercantile Co., Paul Reimer, mgr.

Penn. 82482 was set out Nov. 28 at Welch, Okla., leaking wheat at side and door. The wheat was transferred into S. P. 85245.—H. B. Campbell.

RUSSELL'S NEWS BUREAU has quit operations until after the end of the war.

I FIND a great deal of valuable information in the columns of the Grain Dealers Journal, and think it is worth more than its cost.—J. K. McGonagle, Washta, Ia.

WE WILL subscribe to the Grain Dealers Journal, and as the government has succeeded in cutting the grain dealers' business in two we shall have plenty of time to read.—E. Crosby & Co., Brattleboro, Vt.

ENGLISH MILLERS have asked the government to discontinue the use of antiquated terms to designate quantities of grain. Wheat now is sold per 480 lbs., barley per 400, 448 or 60 lbs., oats per 304, 320 or 45 lbs., and English wheat and grain by dozens of rates, all of which are survivals of measurements which have long ceased to exist. The long ton of 2,240 lbs., they claim, also should be abolished. They urge a ton of 2,000 lbs., cwt. of 100 lbs. and stone of 10 lbs.

RICE is not a grain, declared Superior Judge G. A. Crothers, of San Francisco, in deciding the case brought by the California Rice Growers Ass'n against the Southern Pacific to determine the legal rate to be charged on rice shipments. Reference was made to the opinion of the state railroad commission, also to the effect that rice is not a grain. Rice is held to be a hard seed of one of the branches of the grass family and, "to hold otherwise would cause the shipper to resort to a philological research every time he wished to ship any of his products to market."

THERE is every indication, however, that as soon as receipts exceed the local industrial demand and drying capacity cash corn will decline materially. There will be nothing to stop it, as long as the embargo is on, until cash prices reach a hedging basis as compared with the May. This, of course, makes a very unsatisfactory market condition for the country dealer. Consignments are apt to show losses and it is not possible so far to secure any satisfactory bids to arrive. Buyers are still refusing to accept low grades on contract at market differences, therefore it is not wise to sell to arrive unless corn will grade No. 4 or better.—W. H. Perrine & Co.

New Elevator at Fremont, Neb.

The new terminal elevator of the Nye Schneider Fowler Co., at Fremont, Neb., which was erected to replace the one destroyed by fire a year ago, is designed to handle grain bot from other dealers as well as grain originating at the 100 country elevators operated by this company in Nebraska, South Dakota and Iowa; and embodies the experience gained in the old house and in conducting the present sacking and transfer elevators at Oakdale and Ainsworth and terminal house at Superior, Neb.

This elevator is served by the tracks of the Chicago & Northwestern and the Union Pacific and is located on the long pointed triangle where the two roads come together as they enter Fremont from the east, making the location convenient and advantageous as regards switching and car supply. Fremont is located on the main line of these roads less than 40 miles west of Omaha and is the junction of the C. & N-W. Superior, Hastings and Lincoln lines; also on the C., B. & Q's Sioux City-Lincoln division, being always on a parity in freight rates with Omaha and other competitive markets.

The working house is 80 ft. 4 ins. long by 44 ft. wide, having a stair and passenger lift tower 12x14 ft. The track shed adjoins the working house and is 41x96 ft. It contains a second story which is used for dust bins, sacking room and transformer room. The storage house is within 8 ft. of the working house and is 48x183 ft.

The main bins in the working house are circular, 5 of them being divided into quarter bins, while two of the circular bins are divided into 3 bins. The house contains in all 46 bins. It has a basement story 12 ft., with a 20-ft. first floor story, 68 ft. of bin story and a 5-story cupola, the total height being 164 ft. from base of rail to the eaves of the roof.

THE STORAGE HOUSE contains 16 circular, 28 interspaced and 2 outerspaced bins. Reinforced concrete is the material used in construction of the entire plant, including the roof slabs and floors. The outside enclosing walls of the working house are brick panels; the windows are metal and fireproof. All roofs are covered with 4-ply composition roofing. All leg casings and spouting are made of plate steel. All wiring for lights and motors is run in iron armored conduit.

Cars arriving are placed at the four 2,000-bu. receiving track hoppers by the two car pullers, one having one drum and the other two, and unloaded with 4 pairs of automatic shovels, the grain traveling over two 36-inch belt conveyors to boots of the two receiving elevator legs.

The working house contains also a shipping elevator leg, cleaning elevator leg, clipper elevator leg, auxiliary leg and 2 drier legs; two 36-in. storage belt conveyors, 1 36-in. shipping belt conveyor, 1 24-in. drier belt conveyor, a line of 8-in. screw conveyor in basement for screenings, and a line of 8-in. screw conveyor across track shed to load wagons, two car loading spouts, two 36-in. double discharging, self-propelling trippers, three universal distributing spouts with a full equipment of fixed and movable spouting.

Over the three 2,000-bu. Fairbanks Hopper Scales are three 2,200-bu. receiving and shipping garnerers, besides four special cleaning garnerers.

The grain cleaning equipment includes two No. 10 Monitor Receiving Separators, 1 No. 9 Monitor Oat Clipper, 1 No. 9 Monitor Scourer, 2 No. 5 Richardson Oat Separators, and 1 double needle machine. The plant also is equipped with a Morris Drier of 750 bus. per hour capacity, enclosed in a brick building and connected to two 72-in. x 18-ft. return tubular boilers. The handling capacity of the plant is upwards of 8 cars per hour in receiving, cleaning and shipping of grain. Its storage capacity of 600,000 bus. in small bins gives ample room for the separate binning of the many different grades received.

The machinery is driven by individual electric motors of the 60 cycle type using current at 440 volts received at the building at high tension and stepped down. The plant is electric lighted thruout. All of the transmission machinery was made by the Weller Mfg. Co., and the belting was made by the New York Belting & Packing Co. Ticket elevators save time, and all parts of the plant are made readily accessible by passenger lift, man lift and stairways.

The plant was designed and erected by the Barnett-McQueen Co., Ltd., and is shown in the engraving.

I COULD not get along in the grain business without the Grain Dealers Journal.—O. R. Beckley, buyer for E. A. Roach, Bordulac, N. D.

Decision of I. C. C. on Car Distribution.

On complaint of the Farmers Elevator Co., of Vermillion, S. D., and four other elevator companies against the C., M. & St. P. R. R. Co., the Interstate Commerce Commission recently gave a decision in favor of complainants, holding as follows:

Filling Prior Orders.—There is one feature of rule 534 which does not meet with our approval. It is provided that "the applications of one day must be filled before those of another day are supplied." Under this provision a shipper who offers only one carload of grain for shipment on a day when his competitor offers 20 carloads could not secure additional cars until his competitor had been supplied with the full number applied for, even though it might take the carrier a considerable time to furnish such cars.

The rule should be so revised as to provide for a new distribution each day in accordance with the grain offered for shipment for that date, except that in case the share of any shipper for any particular day is a fraction of a car, and he is consequently furnished no cars, this fraction should be carried over to subsequent days until under his accumulated allotments he is furnished a car. The latter provision is necessary so as to take care of the small shippers whose share under the rule may be less than a car for successive days and who might otherwise be furnished no cars.

It will be reasonable, however, to provide that no additional cars will be allotted a shipper until cars furnished on previous days are loaded. This disposition does not comply with complainant's request that cars should be apportioned in times of shortage according to past performances in shipments tendered by individual shippers, or elevators, over a given period. From the record in this case it does not appear that the distribution of cars to grain shippers should be upon this basis.

The supply of grain to a dealer is dependent upon the sale of grain to him by farmers and may be cut off in whole or in part by his competitors. The various grain dealers located at a given station draw grain from the same source, namely, the farmers located in the surrounding country. It is entirely fair to distribute the largest share of the available cars to the dealer with the largest amount of grain on hand ready for shipment, even though he might not during normal periods have controlled the larger volume of grain shipped from the point at which he is located, for his elevator must be regarded as a part of the facilities necessary in the transportation of grain, and in so far as he has provided himself with superior facilities he is entitled to whatever advantage he may secure thereby.

In Railroad Commission of Iowa v. C., R. I. & P. Ry., 29 I. C. C., 396, we refused to require carriers to discontinue their general practice of distributing cars to grain dealers "according to demand and the grain ready for shipment," and instead distribute cars in accordance with the past performance of shippers. However, in that case we permitted carriers to leave the method of distributing cars largely to the discretion of their local agents. The record in the instant case shows that this discretion when exercised by the local agents leads to unjust discrimination and it appears unwise to leave this matter to their discretion. Just and reasonable rules should be devised for their guidance.

Situations may arise where it is necessary to move grain from a particular elevator to avoid its deterioration, as, for instance, where corn becomes heated or where an elevator has been damaged by fire or storm and as a consequence the grain is exposed to the elements. It should be within the discretion of carriers' officials to meet such emergencies and in the measure necessary deviate from their car distribution rules. But only in the event of emergencies such as these should the rules be departed from and then, of course, only subject to complaint as to the reasonableness and justice of the action taken.

The defendant will be expected to publish and file with this commission on or before March 1, 1918, a rule in harmony with our findings in this case to be followed during periods of car shortage in distributing cars to grain shippers located on its line.



New 600,000-bu. Concrete Elevator of Nye Schneider Fowler Co., at Fremont, Neb.

Department of Agriculture Activities.

D. F. Houston, sec'y of Agriculture, in his annual report states that "the passage of the Food Production Act made possible a marked expansion of the machinery of the Bureau of Markets. An appropriation of \$2,522,000 was provided for this purpose. The news services for fruits and vegetables and for live stock and meats were still further developed and were extended to include hay, grain, and seeds, and dairy and poultry products.

Thirty-five supervision districts, with as many central headquarters have been fully equipped for the task. Forty-one supervisors, 10 assistant supervisors, and 80 grain samplers, together with the necessary clerks and other employees, have been appointed and assigned to duty.

Seven hundred and four applications for license to inspect corn and wheat have been received, and three hundred and forty-three have been approved.

Approximately 569 appeals have been taken to the Secretary of Agriculture under the provisions of the act through the various field offices.

The supervision of inspection has not been confined to the determination of appeals and disputes. Ten thousand six hundred and fifty-six official samples of shelled corn have been secured and analyses made to determine their true grade. This was done in order to check the accuracy of inspection as carried on in various markets and inspection departments. From December 1, 1916, to May 30, 1917, 237,595 cars of shelled corn were inspected and graded by licensed inspectors according to the Federal standards."

CASH SALES of merchandise to farmers at the elevator is better than the credit system and should be adopted whenever local conditions permit. Berry Bros., of Lynn, Ind., inaugurated the cash system Dec. 3.

Increasing the Inspector's Efficiency.

The established grain inspection departments of the different wheat centers complain that it is almost impossible to grade more than four cars of wheat an hour, working under the new Federal Rules for grading. It takes so much time to make the separations necessary to determine the percentage of dockage, and to determine the percentage of moisture, that with a large crop to handle, the terminals of every wheat market would be greatly congested, because of the inability of the inspectors to grade each day's receipts before the second, third or fourth day had passed.

The wheat inspectors object especially to the work now required of them in the making of separations, in order to determine the exact percentage of foreign matter in each sample. The Illinois Inspection Department recently asked that the inspection fee be doubled, in order that the work could be continued without loss to the department. If some mechanical means can be adopted for effecting the mechanical separations necessary to the careful grading of each sample, then each inspector will be able to grade many more cars an hour than under the separating methods in vogue at present.

It is not necessary to seek far to find a principle that could be adapted for this work. A device put out by the W. S. Tyler Co., of Cleveland, suitably modified, could well be employed. This instrument was designed as a graduated sieve for laboratory work in handling ores, metals, cement, etc.

Screens 8 in. in diameter are used and these are given a rotary motion by a small electric motor. The size of the screens, the number thru which the sample should be run, the character of the motion, whether rotary, oscillating or vertical could be regulated to meet the needs of the grain inspectors.

The device now is equipped to make one to thirteen separations. An attach-

ment known as Stop-rite enables the operator to predetermine the length of the operation. Then he may load his sieves, set the machine in motion and devote himself to other work.

Here is a method of meeting and overcoming the needs of the grain inspectors thus scoring another triumph for American mechanical skill. If action along this line is not taken the outlook for prompt inspection on the average crop is none too bright, particularly if rules for rye, oats and barley similar to those now in effect for wheat and corn are established and enforced.

The principle has been worked out and now is being employed with the very best results. It remains merely to apply the idea to the existing needs of the grain inspectors. There should be a very happy demand for an efficient device of this character.

Now, at the end of three months, flour stocks are ample everywhere, our flour exports to our allies have increased 50 per cent over last year, and there is today in existence, out of the farmers' hands, five full months' supply of wheat and flour in this country. That is, if for any reason the marketing of wheat from the farms should cease entirely, this country could live five months on the stocks already accumulated as reserves. It will be a surprise, particularly to the experienced wheat handlers, to learn that so large a stock has been accumulated. They have been misled by the figures of scanty receipts at primary markets. These receipts have, to be sure, run almost 100,000,000 bus. less than a year ago, but the grain corporation quietly and efficiently has directed the flow of wheat from country stations to mills, so that for three months the milling capacity of the country has run 115 per cent of last year's production, even while these scanty receipts in the terminals were being misinterpreted by the public.—Julius H. Barnes, pres. U. S. Food Administration Grain Corporation.



Mechanical Sifter Making Eight Separations at One Operation.

Hearing on Advance in Inspection Fees.

At Springfield, Ill., Jan. 3, the Illinois Public Utilities Commission will give a hearing in the State House at 10 o'clock a. m., to ascertain the views of all interested parties relative to the increase in the fees for grain inspection as recommended by the Director of the Department of Trade and Commerce.

Maintenance of the St. Louis office for the biennium ending June 30, 1917, required an appropriation of \$36,880 for expenses, and as the receipts were but \$26,273.60, there resulted a deficit of \$10,606.40.

At Chicago the appropriations were \$382,730 for the same period, and the receipts \$360,550; deficit, \$22,180.

At Chicago for the first quarter of the present biennium the receipts were \$31,262.43 and the proportionate appropriations \$48,401.25. To this should be added one-fourth of the annual salary of the chief grain inspector and of the appeals committee, and the printing allotment of \$5,000, making the total grand deficit in the Chicago grain office \$158,110.56, and the total grand deficit for the grain inspection division, \$165,994.32.

The statute provides that the Utilities Commission shall regulate the fees to produce sufficient revenue to meet the necessary expenses of the service. To make the department self-sustaining the Director recommends the following schedule of charges:

Chicago District.

In inspection: On all wheat and corn or other grain where moisture test of same is now or hereafter required or given, \$1 per carload; 25c per wagon or cartload; 50c per 1,000 bus. from boats; and 1/4c per bu. from bags.

On all other grains where no moisture test is required or given, 75c; 25c; 50c and

1/4c, respectively. [This paragraph is ambiguous and it should be definitely stated whether the phrase "all other grains" means other than wheat and corn. Otherwise the charge for wheat and corn will be the same, \$1, with or without moisture test.—Ed.]

For out inspection: On all wheat or corn or other grain where moisture test of same is now or hereafter required or given, 75c per 1,000 bus., and 25c per wagonload to teams.

On all other grains where no moisture test is required or given, 50c per 1,000 bus., and 25c per wagonload to teams.

East St. Louis District.

For in and out inspection: On all wheat and corn or other grain where moisture test of same is now or hereafter required or given, 90c per carload; 25c per wagonload; 50c per 1,000 bus. from boats, and 1/4c per bag.

On all other grains where no moisture test is required or given, 65c per carload; 25c per wagonload; 50c per 1,000 bus. from boats, and 1/4c per bag.

The statute provides that the revenue from one city or county can not be used to defray the expenses in another city or county.

HOLLAND's great fleet of vessels tied up at Baltimore held under their hatches when ready to sail for home 1,939,356 bus. of corn, 631,528 bus. of oats and 138,921 bus. of wheat, a total of 2,709,805 bus. Of that quantity 1,600,441 bus. of corn in fifteen steamers was unloaded and 317,264 were dried and returned to two ships. The remainder was stored in elevators.

MEMBERS of the grain trade of Cork, Ireland, have discontinued buying wheat thru Liverpool importers, all wheat now coming in thru Queenstown direct. Pre-war freightage for maize from Argentine ports to Cork was \$3.16 per ton, in May, 1917, the freightage was \$35.28 per ton. Rate on wheat from New York increased from \$15.19 per ton at the beginning of 1916 to \$24.27 at the close of the year.

Delivering Wheat at An Australian Station.

The harvest rush is on in the fotograf herewith showing the delivery of wheat at Coolaman, New South Wales, Australia. Horse teams from near farms and immense wagons drawn by 20 to 40 bullocks from a distance of 75 miles have carried the wheat to the railway station. The driver of the bullock team lives in a house built under the wagon, and the bullocks feed as they go along on the grass in the reserved road 1/2 mile wide.

The arriving grain is weighed on the "weighbridge" at the small house shown in the distance. In the foreground is a flat car with the first tier of sacks placed, by the two "lumpers" who earn their pay after a day's struggle with the 186-pound bags of wheat. Most of the wheat goes on platforms or on the ground along the right of way, there being stacks of wheat awaiting transportation 300 ft. wide, 20 to 25 ft. high and 20 to 25 miles long.

The harvest movement in Australia this January starts with 240,000,000 bus. of wheat, part of three crops, already stacked up awaiting shipment. One-third is likely to be destroyed by insects, a fact which is so well appreciated by the British Wheat Commission that a chemist who has been studying American methods under its direction is now on his way across the Pacific to save the wheat.

For the wheat hauled to the station the farmer gets an advance from the government of 75 cents per bushel, the remainder to be turned over when the grain is paid for by the British Government. The local dealers in the country have been paid 2 cents per bushel for handling the wheat for the account of the government.

Wheat, Wheat Everywhere in Australia.



Photo by Underwood & Underwood.

Loading Wheat at Coolaman, New South Wales.

Hearings on Federal Grain Standards.

The Office of Markets of the U. S. Dep't of Agriculture has nearly completed the series of hearings which it conducted at the various grain centers of the country for the purpose of receiving constructive criticism from those interested in the wheat and corn standards and rules and regulations now in force, and a final hearing will be held in Washington, Dec. 27, in the New National Museum to provide another opportunity for the presentation of evidence relating to the matter.

At Minneapolis the hearing on Dec. 6 was well attended by farmers and grain men, and many of the growers recorded their protest against the rules governing test weight, inseparable foreign material and moisture content. Upon the part of the growers the argument was made that the federal grades are confusing to the farmers of Minnesota and South Dakota, and that they will not be satisfied until the old Minnesota grading system is substituted for the federal system. R. A. Wilkinson, of the Society of Equity, charged that the millers are reaping large profits on wheat by selling the feed products at high prices.

A. C. Loring stated that the farmers are making a serious mistake by asking a return to the old Minnesota grades, because one of the weak points of that system was in its lack of a sufficient number of grades.

Farmers requested that 15% of moisture be made permissible in the No. 1 spring wheats which at present are allowed to carry only 13.5%.

The hearing at Fargo is said to have developed into a farmers' meeting and here, as at Minneapolis, the discussion centered upon the regulations regarding moisture content and inseparable foreign material, with dockage and mixed wheat coming in for a large share of attention. The farmers of the state had previously held meetings to consider the subjects which should be brought up at the hearing, and a list of answers to the Dep't's questionnaire had been prepared. Three hundred farmers are said to have concurred in the recommendations and soon after Mr. Brand called the meeting to order in the afternoon an attempt was made to read the series of answers and repeat the vote that had been taken at the meeting of farmers in the morning.

At first Mr. Brand positively refused to listen to such a suggestion. He said the meeting had agreed to his suggestions of procedure that nothing like a vote or resolution would be tolerated. It was urged that the farmers should be allowed to express to the federal officials in concise form the conclusions they had reached in their series of the informal meetings, and finally Mr. Brand bowed to the storm and said he would permit the reading, would accept the suggestions as part of the official record, and asked that a copy be filed with him after the reading.

The following recommendations were then read into the record:

North Dakota Farmers' Proposals.

QUESTION. Shall the class designation common and red durum wheat be changed, and if so, what should be substituted?

A. The test weights of durum should be the same as the spring grades.

Q. Shall the subclass red spring humpback in class 1, and red durum in class 2 be eliminated?

A. The red spring humpback subclass in class 1 should be eliminated.

Q. The official standards specify that "any grain which when free from dockage contains more than 6 per cent of grain of

a kind, or kinds other than wheat shall not be classified as wheat." Shall this definition for wheat be changed, and if so, what definition is suggested?

A. The definition of wheat should be so changed as to read 10 per cent mixture instead of the present 6 per cent, and the term employed in designating a mixture in excess of 10 per cent be "sample wheat."

Q. Shall the grades for mixed wheat be changed?

A. The present designation of wheat under the term "mixed wheat" should be called "sample wheat."

Q. Shall the definitions and grades for smutty wheat be changed?

A. No.

Q. Shall the minimum test weight per bushel be changed?

A. Yes, No. 1 should be 57 pounds, No. 2 should be 54 pounds, and No. 3 should be 51 pounds per bushel. Wheat of lower than 51 pounds weight per bushel should be classified as "sample wheat."

Q. Shall the moisture test be eliminated?

A. The moisture test as an element in the fixing of the grades should be eliminated, and if elimination is not possible the moisture content should be fixed at not less than 15 per cent.

Q. Shall maximum limitation for total damaged, heat damaged, total inseparable foreign material, and special limitations for inseparable foreign material be changed?

A. No. 1 wheat may carry 5 per cent damaged kernels, No. 2 may carry 10 per cent damaged kernels, and No. 3 may carry 15 per cent damaged kernels, and anything over 15 per cent may be classed as "sample wheat." Wheat No. 1 may carry no heat damaged kernels, No. 2 may carry 1/2 of 1 per cent, No. 3 1 per cent, and over 1 per cent may be "sample wheat." Total amounts of inseparables in grades may be 3 per cent for No. 1, 5 per cent for No. 2, 7 per cent for No. 3, and over 7 per cent shall class the wheat as "sample wheat." The percentage of kinghead, corn cockle, vetch, darnel, wild rose, either single or combined may be 1/2 of 1 per cent for No. 1, 1 per cent for No. 2, 3 per cent for No. 3, and over 3 per cent shall carry the wheat into "sample wheat."

Q. If all the garlic and wild onion bullets are removed in the dockage, and none remain in the dockage-free wheat and no odor is present, shall the garlic and wild onion be considered in the grading of the wheat?

A. Garlic and wild onions no longer being present should not be considered in grading.

Q. Shall dockage and smut dockage be expressed in terms of a whole per cent instead of a half per cent?

A. Smut dockage should be expressed in terms of a half per cent.

Q. Shall licensed inspectors be prohibited from certifying to the grade of any lot or parcel of grain unless the samples are drawn by themselves or by samplers who are approved for the purpose by the secretary of agriculture, and who are not interested, financially or otherwise, directly or indirectly, in any grain elevator or warehouse, or in the merchandising of grain, nor are in the employment of any person owning or operating any grain elevator or warehouse?

A. Yes.

Q. Shall licensed inspectors be required in all cases to state on the certificate the reasons for grading grain No. 3, No. 4, No. 5, No. 6, or "sample grade"?

A. Yes.

The following recommendations were made:

That the sub-class dark northern spring shall be changed from 85 per cent to 65 per cent consisting of dark, hard and vitreous kernels.

That the sub-class northern spring shall consist of less than 65 per cent of dark, hard and vitreous kernels.

The inspector shall note on the inspection ticket what grade the wheat is, and show why wheat grading No. 2, No. 3, or sample wheat carries that designation together with a notation as to the grade the wheat would carry if in proper condition.

That the charges for inspections be lowered 50 per cent or to \$2.50.

The hearing at Portland was conducted by Geo. Livingston, who is in charge of the federal supervision work, assisted by L. M. Jeffers, supervisor in charge of the Portland office. At this meeting the federal system of grading was variously discussed by grain growers, grain dealers and millers, and in the main it was conceded to be fair to all concerned. Growers were of the opinion that provisions applying to mixed wheat are too severe, while millers and growers held divergent views on the matter of dockage, as well as on that of inseparable foreign material. The growers contended that the percentage of inseparable foreign material which is permitted in the several grades gives a grade that is too low.

Mr. Livingston also conducted the hearing at Salt Lake City on Dec. 14, and the dealers presented data in support of their contention that the rules should be changed to permit a higher grade to be placed on the wheat of the intermountain district. The great distance of this territory from the central seed markets, thus making it difficult to secure good seed, was given as one reason for the large quantity of mixed wheat, while climatic conditions which frequently make considerable replanting necessary is the cause of some of the mixing, but it was claimed that this does not materially alter the milling value of the wheat.

The growers, dealers and millers who attended the meeting at Hutchinson are reported to have expressed satisfaction with the wheat and corn standards, altho they were not at all times agreed upon the questions of dockage and percentage of moisture content.

Darius D. Hall Dead.

A brave effort to live and to be of value to the world ended, but not in failure, December 4, when death claimed Darius D. Hall, member of the firm of Tyng, Hall & Co., of Peoria, Ill.

Mr. Hall was first stricken fifteen years ago with apoplexy from which he rallied and, refusing to become an invalid, struggled back into business and social life and took up his share of the firm's work. He appeared on 'change until a few days before his death.

Mr. Hall began his business career as clerk in the grain house of E. S. Easton but his caliber and ability soon won recognition and resulted in a partnership with A. G. Tyng, which existed at the time of his death.

Members of the grain trade of Peoria mourn the loss of a brave, uncomplaining, ever cheerful associate.

COAL OPERATORS in various counties in the Jellico region of Kentucky and Tennessee were recently granted an increase of 25 cents per ton by the Federal Fuel Administration.

COAL PRICES in middle Tennessee have been increased 10 cents per ton by the federal fuel administrator; and new advanced prices also have been allowed the Utah operators.



Darius D. Hall, Peoria, Ill., Deceased.

Tax Regulation on Inventories.

A series of rulings issued Dec. 20 by Internal Revenue Collector Roper will in many cases reduce the taxes to be paid and simplify the accounting.

Partnerships and individuals are permitted to deduct reasonable salaries for the partners or the individual before figuring excess profits on the business.

A partnership also may deduct payments to a partner as interest on a bonafide loan.

A partner in his individual capacity is not subject to excess profits taxes on his share of profits, except at the 8 per cent rate on profits exceeding \$6,000, applicable to businesses with no capital or only nominal capital.

A taxpayer need not go to the trouble of reporting his pre-war earnings if he is content to accept the minimum 7 per cent deduction in calculating excess profits taxes.

Stocks, bonds and other evidences of indebtedness are to be considered tangible property, included in "invested capital," in estimation of excess profits.

Bonus payments to employees may be deducted from gross income in figuring income taxes, except when the payments are proportional to any investments the employees may have in the business, in which case the payments are to be considered in the nature of profits, rather than payments for service rendered.

Sec'y of the Treas. McAdoo at the same time issued the following:

1. For purposes of income and excess profits tax returns, inventories of merchandise, etc., and of securities will be subject to the following rules:

(A) Inventories of surplus raw material, work in process of production and unsold merchandise must be taken (A) at cost or (B) at cost or market price, whichever is lower; provided, that the method adopted must be adhered to in subsequent years unless another be authorized by commissioner of internal revenue.

(B) A dealer in securities who, in his books of account, regularly inventories unsold securities on hand either (A) at cost or (B) at cost or market price, whichever is lower, may for the purpose of income and excess profits taxes make his return on the basis upon which his accounts are kept; provided that a description of the method employed shall be included in or attached to the return, and that the method must be adhered to in subsequent years unless another be authorized by the commissioner of internal revenue.

(C) Gain or loss resulting from the sale or disposition assets inventoried as above must be computed as the difference between the inventory value and the price or value at which sold or disposed of.

2. In all other cases inventories must be taken at cost or at value as of March 1, 1913, as the case may be.

RUMOR has it that the Government will fix the price of hay.

FLAXSEED may not be sold in England for more than "7s 6d per bag of 182 lbs., plus actual cost of transport." That is the substance of a recent ruling by the Ministry of Munitions and applies to the wholesale trade.

New Elevator on Old Site.

Two years after the Clover Leaf Railroad was built thru Indiana the old elevator shown in the engraving was erected at Forest by Mr. Gaskell in 1876. The old house was bot of him in 1890 by A. E. Betts, who made minor improvements from time to time, but there remained many fire hazards in the balloon frame and cribbed structure which had a pit for a basement, and a shallow one at that.

To make it an up-to-date plant the main building was taken down, the old brick power house being retained for a grinding room. The new building is frame on concrete foundation, iron clad, with asbestos composition roof. The cribbing is 2x6, and the full basement is of good depth. The new elevator, also shown in the engraving, is 32x34x52 ft. Attached to it on the west is a three wall brick warehouse, 20x46x12 ft., and on the east is the attached brick grinding room, 20x20x12 ft. The ironclad, frame driveway, 12x54x12, has attached to it on the north a frame crib, 20x20x40; and detached 22 ft. west of the brick warehouse is the brick office, 18x22x10 ft. Detached 150 ft. west is a frame coal office, 14x12x9 ft., with frame coal shed attached, 14x8x6x10 ft. North of the driveway and east of the crib is a frame, ironclad dust house, 12x12x14 ft. The storage capacity is 42,000 bus. of small grain. The ear corn crib is studded and also has wire netting and bevel slats so small grain can be stored.

The equipment includes one No. 360 Eureka Combined Corn & Grain Cleaner on the cupola floor; one No. 116 Clipper Cleaner in the brick warehouse; one No. 3 Sidney Combined Boot & Corn Sheller in the basement; one 24-inch single head burr feed grinder in the grinding room; gravity car loaders; 200-bu. hopper Fairbanks Scale on first floor; three elevator legs with Hall Distributors, and one with ear corn attachment; Smith Manlift, and large metal tank boot pit set in the concrete floor.

Protection against fire is all that could be desired, as Mr. Betts followed the code of the mutual fire companies. All of the machinery is electrically driven and the lighting is by electricity, the wiring being according to the code. The siding is grounded to guard against lightning. The five motors are of the induction type, 3 phase and 60 cycle, of 20, 2, 15, 3 and 2 h.p. The work was done by the Efficient Erecting Co.

Bulk Handling Demanded by Pacific Northwest Wheat Growers.

A com'te of five, headed by Oscar Collins, of Unionville, Wash., as chairman, reported at the annual meeting of the Washington-Idaho division of the Farmers Union held at Spokane, Wash., Dec. 12, strongly in favor of the immediate provision of bulk handling facilities for grain. Experienced grain shippers will indorse the following suggestions by the com'te:

There is at the present time a severe world shortage in the supply of available burlap and burlap grain bags, due to requirements for military purposes and lack of ships for transportation of imports from India as well as the embargo which has been placed on exports by the British Government, which makes it certain that there will not be nearly sufficient bags obtainable for the 1918 harvest and very probable that there will be practically no bags at all available at any price.

Necessity therefore compels construction of elevators and equipment of our farms for bulk handling in order to meet the emergency.

We recommend that the President of this convention appoint a committee to arrange for standardization of plans of elevators of similar type and capacity for use of Farmers Union companies.

We recommend that every elevator built should have the advantage of being equipped with cleaning machinery and that there should be at least two elevating legs.

We recommend that every care should be exercised in the selection of contractors and builders. The construction of elevators should always be by experienced designers and engineers. Not only are the engineering features important, but operating requirements present vital problems. The contractors should always be required to furnish a bond and all payments should be carefully audited.

We call upon the railroads of the Pacific Northwest to take notice of the situation and to co-operate with all farmers in preparing themselves to furnish proper care for transportation of bulk grain in the Pacific Northwest as they do in other sections of the nation.

Bulk handling becomes a patriotic duty. It means co-operation with our government which is urging the conservation of sacks for military needs; it means conservation and protection of our grain in the best manner at the time of the coming harvest; it means conservation of labor thru substitution of machinery for manual labor and the releases of the labor saved, for other tasks necessary for the winning of the war; it means release of cars which can be loaded and unloaded with greater dispatch. We urge the co-operation of all Farmers Union members to such efforts as may be necessary to secure results.

WE HAVE enjoyed the Grain Dealers Journal very much during the past 15 years of our connection with the grain business.—Owen-Mericle Co.



Old Elevator of A. E. Betts at Forest, Ind.



New Elevator of A. E. Betts & Son at Forest, Ind.

Seeds

BADGER, MINN., Dec. 16.—About 70% of the flaxseed has been marketed.—H. B. Lee.

BIRMINGHAM, ALA.—J. B. Gammill has retired from the Gorman-Gammill Seed Co. and entered the army at Fort Oglethorpe, Ga.

A SEED CORN saving poster is being prepared by C. C. Massie of Northrup, King & Co. for distribution to farmers thru-out Minnesota.

THE BARKMEYER Grain & Seed Co., of Great Falls, Mont., has been granted a trademark on the word "Glacier" as a brand for seeds, No. 119,167.

OMAHA, NEB.—The Mississippi Valley Seed Co. has been incorporated with a capital stock of \$100,000 by J. W. Ratekin, D. W. Thayer and A. L. Scutt.

DICKINSON, N. D.—The commissioners of Stark County contemplate investing \$100,000 in seed grain bonds to assure farmers a good supply of seeds next year.

BICKNELL, IND.—Seed corn will be very scarce here next spring, and I am doing all I can to get the farmers to save every ear that will do at all for seed.—O. L. Barr.

SPRINGFIELD, ILL., Dec. 12.—The production of timothy seed is estimated by the dep't of agriculture to have been 78,310 bus., and that of clover seed 61,455 bus.

Gouldbusk, Tex.—Best indications are that the crop of Sudan seed will be very short, which is to be regretted, as this is one of the best hay or pasture crops we have.—J. F. Thweatt.

LIVINGSTON, MONT.—The Alfred J. Brown Seed Co., of Grand Rapids, Mich., contemplates building a large warehouse at this place to care for the crop of peas which it is expected will be grown next season.

ALL OF THE OLD corn in Omaha elevators, amounting to 6,000 bus., has been gathered up at the suggestion of the Grain Exchange and will be saved and cleaned for seed, of which there is a great scarcity.

A DEVICE upon which is printed the words "Blue Ridge" with the letter "T" superimposed upon them, and extending above them, has been filed as trade mark No. 105,782 by W. H. Turner & Son, Afton, Va., for use with seed corn.

WINNIPEG, MAN.—The Alberta Pacific Grain Co. has been appointed agent to buy for the Seed Grain Purchasing Commission wheat and oats passing through this city to the lakes and accepted as suitable for seed by the inspector of the seed branch. Premiums of 1 cent for wheat and 3 cents for oats will be paid.

WASHINGTON, D. C., Dec. 11.—The December estimates of the Crop Reporting Board of the Bureau of Crop Estimates gives the acreage of beans in 6 states for 1917 as 1,832,000 acres, the yield being 8.6 bus. per acre and the production 15,701,000 bus., compared with 1,107,000 acres, yielding 9.7 bus. per acre, and producing 10,715,000 bus. in 1916. There were 5,153,000 acres of the kafirs in 6 states this year, the yield per acre being 14.7 bus. and the production totalling 75,866,000 bus., compared with 3,944,000 acres, a yield of 13.7 bus. per acre, and production of 53,858,000 bus. in 1916.

FOR THE week ending Dec. 22 clover receipts at Toledo, O., were 2,424 bag shipments 1,790 bags; for the same week last year receipts were 557 bags, shipments 1,760 bags; total receipts for the season were 10,180 bags, total shipments 21,250 bags; for the previous season, receipts were 39,740 bags, shipments 9,500 bags.

SEED IMPORTS reported by Belfast, Ireland, a great seed center, for 1916 show considerable variation with the quantities reported in 1915. The imports in long tons were: Clover, 1915, 444 tons, 1916, 408 tons; flax, 1915, 2,855 tons, 1916, 4,361 tons; grass, 1915, 1,417 tons, 1916, 578 tons; other seeds, 1915, 1,578 tons, 1916, 1,053 tons.

TOPEKA, KAN., Dec. 21.—Kafir yield in 1917, 11,818,215 bus., or about 8½ bus. per acre; last year, 5,095,052 bus., or 5 bus. per acre. A great deal of the kafir did not mature grain this year, owing to retarded growth and early frost. Production of milo maize was 3,327,329 bus., and that of feterita 1,715,379 bus. The production of other seed crops was as follows: emmer 5,234 bus.; cow peas, 3,575 tons; flax, 357,043 bus.; broom corn, 18,571,095 tons; and millet, 128,419 tons.—J. C. Mohler, sec'y state board of agriculture.

WE HAVE experimented with soy beans in Colorado for more than eight years. Of the varieties which are now in existence and which have been grown in the United States, none are well adapted to Colorado conditions. Soy beans might be grown in the hotter portions of the Arkansas Valley and the warmer regions of the southeastern part of the state. It is quite possible that varieties will be developed by breeding and selection which will be adapted to a greater acreage, but of the varieties now in existence there are none which are well adapted to the state, and even the best adapted varieties may only be grown in very limited area in the hotter southeastern portions. Consequently, the soy bean cannot yet be recommended as a crop for Colorado growing.—Professor Kezer, agronomist Colorado Exp. Sta.

TOLEDO, O.—With prices \$6 over a year ago, looks like it discounts most everything. Farmers are getting abnormally high prices for all their farm products, and seed may be only keeping step, and may not be much out of line with everything else, but prices may be high enough to make a fair distribution. High prices were expected to draw the seed here. Looks like the farmers were too busy to bother, or they will wait until spring and then sell their surplus, if any, after trading amongst themselves. Car shortage may have something to do with present light receipts. Then again may be just pure indifference, not being interested either way at the moment. Receipts here show a slight increase, but it is nothing to brag about.—J. F. Zahm & Co.

FORAGE-PLANT SEED, subject to the seed importation act, permitted to enter the United States during November, is shown by figures compiled by the Bureau of Plant Industry, and follows: Bluegrass, from Canada, 57,400 lbs., November this year, 5,000 lbs. Nov., 1916. Figures for other imports show Nov. 1917, followed by those for Nov. 1916: Clover imports from all sources were, alsike, 463,000 lbs. and 635,000 lbs.; crimson, 105,100 lbs. and 204,700 lbs.; red, 1,700 lbs. and 215,000 lbs.; white, 2,200 lbs. and 1,400 lbs. Winter rape seed, 2,966,900 lbs. and 289,700 lbs.; redtop, 900 lbs. for 1917; English ryegrass, 108,300 lbs. and 172,400 lbs.;

Italian ryegrass, 45,600 lbs. and 114,200 lbs.; timothy, 200 lbs. in Nov. 1916; hairy vetch, 17,000 lbs. in Nov. 1916.

TORONTO, ONT., Nov. 1.—The acreage of beans for 1917 was 114,785 acres, the yield being 9.8 bus. per acre, and the production totalling 1,126,039 bus., compared with 53,999 acres, a yield of 10.8 bus. per acre, and total production of 583,105 bus. in 1916. The yield and quality of this crop, except in special cases, are not up to the average, and complaints were made in many quarters of injury to beans by the corn seed maggot. Peas produced 1,512,567 bus. on 90,322 acres, averaging 16.7 bus. per acre, compared with 1,243,979 bus., 95,542 acres, and a yield of 13.4 bus. per acre for 1916. The crop is uneven, various estimates classing it as fair, poor and good, but the yield is practically an average and well ahead of the result of the 2 years immediately preceding. Reports concerning clover seed are not favorable in the main. The crop at one time promised well for seed, but rains delayed cutting, and early frosts did so much injury to the heads that many fields were put to pasture. New sowing of clover is doing well. Alsike is reported as being fair to good, both for seed and general purposes.—W. O. Galloway, sec'y Dep't of Agriculture.

OKLAHOMA CITY, OKLA., Dec. 15.—Only a few counties in the western district in Oklahoma will have a surplus of grain sorghums. Cleveland County will have a small surplus which will probably move in December and January. The movement will be largely to adjoining counties. Noble County will also have a surplus which will probably be used in the adjoining counties. The counties of Greer, Kiowa, and Oklahoma will have a requirement in excess of their present stocks. A large part of this district is normally a heavy producing territory and usually has quite a surplus for the western district of Texas; reports from the counties of Crosby, Hall, Hale, Farmer, Sherman, Swisher and Wheeler indicate that they have considerable surplus of grain sorghums and the bulk of the surplus will move during December, January, and February. It is estimated that the above counties will have a surplus of between 225,000 and 250,000 bus. The counties of Dawson, El Paso, Lipscomb and Pecos are considerably short. Reports indicate that Dawson County will require about 18,000 bushels, Lipscomb County about 10,000 bushels and Pecos County about 15,000 bushels.—C. E. Munn, grain and hay market service Dept. of Agriculture.

Imports and Exports of Seeds.

Imports and exports of seeds for September, with comparative figures for September, 1916, and nine months of the calendar year, with like data for the corresponding period of 1916, as reported by the Bureau of Domestic & Foreign Commerce, were as follows:

	IMPORTS.			
	September, 1917.	1916.	9 mos. ending Sept., 1917.	1916.
Castor beans, bus.	71,787	31,414	678,783	1,025,781
Flaxseed, bus.	439,311	1,040,859	7,006,266	9,818,983
Red clover, lbs.	.....	361,725	3,917,303	29,113,406
Other clovers, lbs.	443,864	2,303,447	6,312,430	7,407,685
Other grass sd., lbs.	129,059	501,512	5,585,893	7,716,298
Sugar beet, lbs.	1,275,781	2,655,407	6,579,691	18,474,995
	EXPORTS.			
	September, 1917.	1916.	9 mos. ending Sept., 1917.	1916.
Flaxseed, bus.	88	47	854	1,497
Clover, lbs.	1,064,452	155,158	4,654,399	3,621,048
Timothy, lbs.	617,541	401,506	10,272,483	7,302,523
Other grasses, lbs.	217,157	44,138	3,815,263	2,141,017

Save the Elevator.

Elevator fire losses were a prewar luxury, one of the expensive grain trade habits that must be discarded.

An elevator with its store of needed grain should be labeled "Class A, War Munitions," and treated accordingly. To permit this stored energy to be dissipated by enemy activity, by carelessness or by neglect is an unfriendly act, however unintentional it may be. A court martial does not inquire into the intentions of a soldier on guard, it's his degree of care and watchfulness that counts, and so it should be with the grain dealer.

In taking up this work of safeguarding the valuable food in their possession grain dealers should understand the nature and tactics of the common enemies. Elevator fires originate in many ways, but there are two main causes, both of which are known and against whose depredations adequate defenses have been perfected and are easily obtainable.

Lightning and locomotive sparks set fire to more grain elevators than all other known agencies. They are known to be responsible for over 35% of all fires and probably occasion more than 45%. Origin of fires cannot always be ascertained, but detailed, if somewhat fragmentary, reports from insurance companies list more than fifty separate causes.

In the compilations here given lightning and the locomotive spark are contrasted with all other known and unknown causes. A report from the Grain Dealers National Fire Ins. Co., for fourteen years, 1902 to 1916, inclusive, shows:

Cause.	Number.	Pct.	Loss.
Locomotive sparks...	93	13.98	\$ 177,231.76
Lightning	181	27.21	33,400.11
Unknown	78	11.73	236,885.43
Other known causes...	313	47.08	665,576.92

Total 665 100.00 \$1,145,094.12

In the foregoing lightning and locomotive sparks caused 41.19% of the fires. If they were responsible for the same percentage of the fires of unknown origin, then 46.02% of all fires properly is chargeable to their joint account.

Records of the Millers' National Ins. Co., for 1897-1906, inclusive, later records are not available, give the following causes of grain elevator fires:

Cause.	Number.	Percent.
Locomotive sparks	21	6.00
Lightning	72	20.56
Other known causes	120	34.31
Totals	350	100.00
Unknown	137	39.13

In the foregoing lightning and locomotive sparks are responsible for 26.56% of all fires. Assuming they caused a like percentage of the fires of unknown origin, the total would be 36.95%.

Combining the foregoing reports shows the efficient locomotive spark to be responsible for 11.23% of these fires and lightning with 24.93%, total 36.16%, totals varying with the shifting figures. Charging them with a like percentage of the fires "origin unknown" makes the total over 43%.

There, Mr. El. E. Vatorman, are your enemies out in the open. Can you cope with them? All it is necessary for you to do to reduce elevator fire losses more than 40% is to safeguard your plant from the possibility of fire due to lightning or locomotive sparks.

Probably 95% of the grain elevators in the United States are built of wood. Such buildings should be protected from exposure and locomotive spark hazards. If sheathed in iron in the right way, adequate protection is assured. Sparks from passing locomotives or sparks from any other source, can do no damage to an iron clad elevator. When iron siding is

grounded the owner has established, also, a makeshift protection against lightning and elevators so protected are classed as rodged risks by some fire insurance experts.

Much of the indifference of the grain trade to its heavy fire losses may be charged directly to the insurance companies' lethargy regarding the large losses due to these two known preventable causes. No credits should be granted for lightning rods or iron cladding until it has been accurately determined what is needed to give the desired protection against lightning and locomotive sparks.

A wooden elevator when roofed and sided with iron is given certain credits, but nothing is said about the quality of the iron or the method of installation. If covered with iron it is "iron clad," and that proposition, of course, must be self-evident.

But, this indifference on the part of the insurance companies has resulted in hundreds, if not thousands, of elevators being covered with iron of light, inferior quality. Wind has driven water and snow thru the loosely fitting or rusted roof plates, deluging the grain in the bins. Wind has torn away some of the sheets of siding. It soon became necessary to replace the iron and the cost of replacement made it cost several dollars paid out for iron to save one not paid for insurance.

Some of the inferior iron may have been sufficiently substantial to resist the moth, but rust got to it in a year or so and, in disgust, the owner tore off his iron and replaced it with wood siding and shingles. Then, on a clear day, when conditions were just right, a locomotive came along belching redhot cinders and these, finding lodgment on the roof, decided to celebrate. The elevator man and

the insurance companies always pay for such parties.

Giving the elevator owner 60 cents off on the cost of his insurance if his structure is covered and roofed with iron is not sufficient. He should be told what kind or kinds of iron to use and how it should be put on to give the protection sought and to earn the credit. If the gauge and the quality of the iron are specified and the property owner required to cover the eaves completely and extend the iron into the ground the elevator contractors and owners will voluntarily comply to the great profit of the insurance companies as well as the elevator owners and operators.

It is the business, the civic, the selfish and the patriotic duty of every elevator man to make it impossible for fire to originate in or spread to his plant. Hit that mark, you elevator men, or come near it as you can. Food Administrator Hoover hit the bull's-eye when he said:

"It is imperative that grain in storage shall not be destroyed. I wish to urge upon all shippers and handlers of grain the necessity for ceaseless vigilance against fire."

Chas. Piez Now Vice Pres. of Emergency Fleet Corporation.

Military experts estimate that 8 tons of shipping constantly employed are required to maintain one American soldier in France. The United States could put 5,000,000 men under arms; but not in Europe; and will be able to put no more men in foreign service than the number of ships available will permit.

Ships, more ships; and yet more ships, being the most important single contributing cause toward our success in the war, it is indeed an honor to be called upon to assume the office of vice president of the Emergency Fleet Corporation and to be charged with the special duty of expediting the construction of the vast number of ships essential. This honor was recently conferred upon Chas. Piez, who is pres. and treas. of the Link-Belt Co., and whose portrait is reproduced herewith.

Almost immediately following his graduation from college he entered the employ of the Link-Belt Engineering Co., Philadelphia, as a draftsman and with the growth of the company held successively the positions of chief engineer, general manager and vice-president until 1906, when this company was merged with two affiliated companies in the west, forming the Link-Belt Co., of which Mr. Piez was elected pres., the position he holds today. Under his able leadership the Company has had an unbroken record of success and expansion. In particular its manufacturing and accounting methods, for the most part developed by Mr. Piez, have attracted wide attention and have been quite extensively adopted by other manufacturing concerns. Mr. Piez has a remarkable comprehension of underlying principles governing efficiency and intensified production, regardless of what the thing produced may be, and the wide circle of those who know him feel that the Shipping Board have been fortunate indeed to secure his services, which it need hardly be added he is giving in a spirit of pure patriotism and at a personal sacrifice.



Chas. Piez, Chicago, Ill.

Vice Pres. Emergency Fleet Corporation.

THE FIFTEENTH ANNUAL convention of the American Road Builders Ass'n will be held at Hotel Statler, St. Louis, Mo., Feb. 4 to 7.

New Elevator Engineering Company.

In the development and perfection of economical facilities for the rapid handling and the safe storing of bulk grain, the engineers of North America are the acknowledged leaders of the world. Whenever, during recent years, foreign governments or the grain handlers of foreign lands have wished for the latest improved facilities for handling and storing grain, they have sent for American engineers specializing in the designing of grain elevators, or else sent their engineers to America to learn the latest improvements in bulk handling facilities.

While the United States has but a few engineers specializing in the designing and erecting of modern terminal elevators, the number is increasing. One of the latest additions to the list of terminal elevator specialists is the Folwell-Ahlskog Company, which is formed of young men of wide experience. The company is incorporated under the laws of Illinois, with a capital of \$100,000.00 paid up. The officers are Pres. R. H. Folwell, Vice-Pres. Edwin Ahlskog, Sec'y W. F. Vatter, who is also General Superintendent of Construction, and Treas. I. H. Faleide, who also serves the company in the capacity of Chief Engineer.

This Company of engineers and contractors will specialize in grain elevators, warehouses and manufacturing plants. The company's offices on the 20th floor of the McCormick Building are spacious, well lighted and particularly well adapted to the needs of its work. Its large drafting room, general offices and private offices, with telephones and switchboard, must facilitate the expeditious handling of large contracts. The organization was started about a year ago, and during its short existence has made plans for or constructed work aggregating \$3,500,000.00.

Included in the list of work done are elevators with an aggregate capacity of over 7,000,000 bus. Among the elevators

and flour mills planned or erected are the following: Soo Line Terminal Elevator, Minneapolis, Minn., 2,500,000 bus.; Missouri River Mills Co., St. Joseph, Mo., 5,000 bbl. flour mill, 750,000 bu. elevator; New Richmond Roller Mills Co., New Richmond, Wis., 500 bbl. flour mill, 300,000 bu. elevator; C. M. & St. P. Ry. Elevator, Milwaukee, Wis., 600,000 bus.; C. G. W. Ry. Elevator, Omaha, Nebr., 600,000 bus.; Wm. H. Perrine & Co., Elevator, Louisville, Ky., 60,000 bus.; Pennsylvania R. R. Co. Elevator, Erie, Pa., 1,250,000 bus.; Hynes Elevator Co., Elevator, Council Bluffs, Ia., 1,000,000 bus.

Among contracts for manufacturing work, the Company has made plans for a five story reinforced concrete building 380x260 for the Racine Auto Tire Co., a reinforced concrete building for the Gary Screw & Bolt Co., and concrete tanks for the Philadelphia Quartz Co.

Mr. Folwell, who was educated at the University of Minnesota and Cornell University, is an engineer and business man of twenty-five years' experience in engineering and contracting work. After four years of building steel bridges he engaged in designing and building of grain elevators in 1897 at Buffalo, when he designed the structural steel work for the 2,500,000 bu. Great Northern Elevator, under the direction of Mr. D. A. Robinson, one of the country's pioneers in grain elevator construction. This was one of the earliest of the so-called fireproof grain elevators and many of its features were improved upon in the construction of the 3,000,000 bu. Great Northern Elevator at Superior, which was also constructed of steel, but with square bins. Much lighter steel plates were used in the construction of this plant, as the direct result of a number of practical tests conducted by Mr. Folwell to determine the thicknesses of plates necessary in elevator construction. Altho the Superior Elevator was completed nearly 17 years ago, it is still one of the fastest handling plants on the Great Lakes.

Mr. Folwell left the Great Northern Ry. Co.'s engineering department in 1901 to become Chief Engineer and Treasurer of the Barnett & Record Co. of Minneapolis, and in 1905 he became a partner of Jas. Stewart & Co. of New York in the construction of grain storehouses, transfer cleaning elevators, flour mills, docks and similar structures. While with the Barnett & Record Co. and during the following eleven years of his connection with Jas. Stewart & Co., Mr. Folwell was closely associated with the designing and construction of many of the important terminal elevators in the United States and Canada and on two occasions made trips to Europe to investigate their grain handling facilities and file tenders on work. The transition from wood to fireproof grain storehouses has been accompanied by many changes and improvements, some of which are the direct result of Mr. Folwell's studies and investigations.

Edwin Ahlskog, a Civil Engineer from the University of Finland, came to America in January, 1903. He soon became identified with the Barnett & Record Co. and next assisted the Kenwood Bridge Co., and the Metropolitan Railway in its track elevation. Following this experience he was identified with the Macdonald Engineering Co., Jas. Stewart & Co., and Witherspoon-Englar Co., in the construction of grain elevators and storehouses, and later went with the Stephens Engineering Co. purchasing an interest in this company and serving for six years, the last three years as Vice-President and Manager. Mr. Ahlskog has been identified with the designing and construction of many of the large grain storehouses and elevators of this country and brings to the new organization a ripe experience in this line.

I. H. Faleide, the Treasurer and Chief Engineer of the new Company, was educated in Norway. After graduating from the engineering course of the Bergen Technical College, he came to the United States and became identified with the



The well lighted Drafting Room of Folwell-Ahlskog & Co., Chicago.

engineering department of the Western Electric Co. For a number of years he was identified with John S. Metcalf & Co. and Jas. Stewart & Co., where he assisted in the designing of grain store-houses and elevators, and for five years was Chief Engineer of the Burrell Engineering & Construction Co. He also served the Stephens Engineering Co. as Chief Engineer until it discontinued business, when he joined the Folwell-Ahlskog Co.

W. F. Vatter, Secretary and General Superintendent of the new Company, has had a practical experience in all classes of construction work for the past sixteen years.

For several years he was associated with the Geo. B. Swift Co. as Traveling Superintendent, later he became identified with James Stewart & Co. and Thompson-Starrett Co. as Superintendent. Mr. Vatter has had active management in the construction of many of the large warehouses, coal handling plants, power houses, office buildings and grain elevators in the United States and Canada.

Mr. Vatter is a representative of the American type of constructors who are always striving to break records in rapid erection. He probably holds the record in quick construction of grain elevators by completing a million bushel working-house and storage annex in less than five months. Mr. Vatter's connection with the new Company guarantees that its field work will be well handled.

Food Purchase Board Formed.

A food purchase board has been organized to buy for the army, navy and our allies and to control the distribution to neutral nations. Personnel of the board is: W. V. S. Thorn, chief of the Division of Co-ordination of Purchases of the Food Administration, who also represents allied and other controlled buying; Maj. Gen. Henry G. Sharpe, quartermaster general; Rear Admiral Samuel McGowan, paymaster general of the navy, and F. J. Scott, a representative of the Federal Trade Commission.

The first meeting of the board was held Dec. 11, when Admiral McGowan was elected chairman and G. C. Babcock, secretary of the board.

The purpose of this board is to overcome the effects of a super-demand for foods and feeds of all kinds and to place prices on a cost basis, plus a reasonable profit. The board considers it vital to the general welfare that large purchases of certain commodities shall be made by plans of allocation among sellers at fair and just prices. The Federal Trade Commission will watch cost statements with a view to preventing inflation.

Regular meetings will be held Tuesday mornings at 10 a. m.

The Food Purchase Board will decide which commodities are to be placed in the category of "Allocated purchases," the method of negotiation, and the principles of purchase to be followed in each instance.

Each such trade shall be brought into conference and negotiations and a plan for dealing with such trade agreed to by the parties concerned.

When the plan is agreed to, the Federal Trade Commission shall determine the costs as per the direction of the President, and the Food Purchase Board shall recommend prices to the Army or Navy, as the case may be.

A Crime to Burn Grain.

Elevator owners and operators must realize and acknowledge their responsibilities, must sense the degree of the world's dependence on them, must respond to the combined call of common business prudence and humanity before they will do all of the things which should be done for the protection of their own property and the available grain resources of the country.

One means of protection from fire is to ironclad all wooden food store houses. Because of the lower rates mutual fire insurance companies made on iron clad



Pure Iron Nails from the Coffin of a Soldier buried in 1792 at Ft. St. Clair, Ohio, and exhumed in 1892. After 100 years in the ground they are practically unharmed by rust. Analysis shows that they are 99.83% pure iron

buildings many elevators were covered with iron years ago. Knowing nothing of iron or the values of different qualities the elevator man or the contractor to whom the work was let bought the cheapest thing he could find, often buying 28 or 30 gauge iron from a mail order house.

Because of its light weight and because it was Bessemer steel sheets painted or galvanized, it did not last. High winds worked the sheets loose and drove rain and snow under them. Rust and corrosion destroyed the usefulness of the iron. Soon it was torn off and the building recovered with wood.

In other words elevator owners have been doing the right thing with the wrong kind of material. They should rest assured, however, that iron cladding an elevator is the right thing to do and that the right grade of material can be secured at reasonable prices, so it will not be necessary to recover the building at frequent intervals.

Iron deteriorates in two ways: It rots, or rusts, and by that process of decay returns to the dust or ore from which it is made. Pure iron decomposes very slowly. Rapid decomposition of steel is due to the



Old-Fashioned Pure Iron Nails. After 228 Years' Service on the Wayside Inn at Sudbury, Mass. Analysis shows hardly more than traces of Sulphur, Manganese, Copper and Carbon

presence of large quantities of sulphur, carbon, manganese, phosphorus and silicon. These properties are a part of the crude iron ore, as also is copper, and some of these are necessary to the rapid working of molten and hot metal on the scale on which manufacture is now conducted.

Corrosion is the other element of destruction, a term to which metallurgists have given the name "electrolysis." Impurities in the steel which are entirely foreign to each other and to the sheet containing them, group together during the manufacturing process. Electric current is established between the groups and the substance is destroyed in the same manner that zinc and graphite plates in an electric battery are "eaten" up.

In the foregoing a brief outline of a very great subject has been given. Some of the manufacturers who are putting out a superior grade of sheet steel products have reliable literature bearing on this subject which should be in the possession of every elevator man in the country.

Many elevator owners have received copies of "How to Estimate Roofing and Siding for Grain Elevators," an instructive and worth while booklet, published and distributed by the Stark Rolling Mill Co. With this book in hand and its contents mastered the elevator owner can proceed with the ironcladding of his building with the assurance that the work will be done in the right way. This company also is putting out a Text Book on Corrosion which will be sent free on request.

Sheet iron that successfully resists rot and corrosion influences also is made by the American Rolling Mill Co. This company also has developed comprehensive literature on the use of sheet metal for roofing and siding elevators and similar structures. "Armco Iron Rust Resisting Products" is the title of one book full of good things for all interested in protecting grain elevators from sparks.

The Journal is indebted to the American Rolling Mill Co. for the accompanying engravings which show the life of pure iron nails.

Other iron products of quality are on the market. When the best that can be had costs so very little more than the poorest, figuring in the cost of installation it is the part of wisdom and economy to take the best. These products are recommended by the mutual fire insurance companies specializing in grain elevator insurance.

EARLY ORDERING of fertilizers is urged by the Commission on Car Service of the American Railway Ass'n in a letter to the Com'te on Fertilizers of the Council of National Defense, stating that "The duty of every farmer is to anticipate his fertilizer requirements and place orders with his local dealer immediately, if possible ordering his entire supply of fertilizer at one time. This will enable the dealer to place his orders with the fertilizer manufacturers so that they in turn can ship every car loaded to its maximum capacity. This will result in the farmer being sure, as far as it is humanly possible for such assurance to be given, that he will receive the fertilizer he will need. It will enable the manufacturer to utilize railroad equipment to its maximum capacity; will conserve the car supply and release thousands of cars from this traffic to be loaded with food products, munitions of war and other commodities vital in the successful prosecution of the war with Germany.

Grain Trade News

ARKANSAS

Yarbo, Ark.—While trying to put a belt on a moving machine at the elvtr. of the Yarbo Grain Co., Willard Longacher's arm was caught by the belt and badly crushed.

CALIFORNIA

Stockton, Cal.—The Sperry Flour Co. will build a new mill, a storage and packing building, an elvtr. and a storage house consisting of 48 bins of 8,500 tons capacity. The entire plant will be constructed of reinforced concrete, and work has been started on the foundations.

We are indebted to the Grain Trade Ass'n of the San Francisco Chamber of Commerce for a copy of its printed book of rules and list of members. The book contains 57 pages and its convenient arrangement is supplemented by a 3-page index which greatly facilitates the finding of any desired information.

CANADA

Nelles Corners, Ont.—The elvtr. of P. P. Reichfeld was completely destroyed by fire recently.

Raymore, Sask.—The Saskatchewan Co-operative Elvtr. Co. has 2 elvtrs. under construction at this place.

Russell, Man.—The Russell Farmers Elvtr. Co., Ltd., contemplates surrendering its charter, and distributing its assets among its stockholders.

Toronto, Ont.—James Goodall, Ltd., has been incorporated with capital stock of \$40,000 to take over the grain business of Thomas L. Carmichael, Paul Carmichael and S. J. Hogg.

Cadillac, Sask.—The elvtr. of the Saskatchewan Co-operative Elvtr. Co. is nearing completion. It is the last of 37 which the company planned to build this year, the other 36 having been finished.

Maryfield, Sask.—The Saskatchewan Co-operative Elvtr. Co. is building 2 elvtrs. to replace those which were destroyed by fire some time ago, and it is thought they will be ready for operation this month.

Medicine Hat, Sask.—Martin H. Pelton, a grain buyer, has been sentenced to 6 months' imprisonment for converting to his own use and failing to pay to a farmer the proceeds of a car of wheat sold by him for the farmer. The sentence was made light because Mr. Pelton had arranged for restitution.

St. John, N. B.—The Intercolonial Elvtr., which is being built by the Canadian Government Railways, is nearing completion. The concrete substructure is practically complete, and work is progressing on the steel superstructure. The capacity of the first unit will be 500,000 bus. Warehouse No. 5 is being rebuilt by the contractor.

Regina, Sask.—A. E. Wilson, special commissioner, has issued a notice to grain dealers in which he states that the Canadian Government Seed Grain Purchasing Com'n is in the market to purchase No. 1, 2 and 3 Canadian white oats, and extra No. 1 feed oats, stored at the Interior Government Elvtrs. at Moose Jaw, Saskatoon or Calgary, the price to range from 3c to 5c over Winnipeg spot prices on the date of purchase, for shipments which are classed as suitable for seed, and to be the prevailing Winnipeg price on shipments classed as commercial. The Com'n will also purchase No. 2 hard and No. 1 and No. 2 northern marquis wheat accepted for seed and stored in the Government Elvtr. at Saskatoon, paying therefor a premium of 3c over the fixed prices. For handling grain billed to the lake front an inspector has been stationed at Winnipeg for the purpose of inspecting cars of No. 1 hard

and No. 1 and No. 2 northern marquis wheat, and No. 1 and No. 2 Canadian white oats. For wheat which is accepted at Winnipeg the price paid will be 1c over the fixed price, and for oats it will be 3c over the Winnipeg spot price. All purchases will be made on Fort William basis, and settlement for wheat and oats passing thru Winnipeg to the lake front will be made by the Winnipeg agt. of the Com'n, S. G. Clark, of the Alberta Pacific Grain Co.

FORT WILLIAM LETTER.

R. Hethrington, who has been acting as sec'y of the Dominion Board of Grain Supervisors since Charles Birkett resigned to become sec'y of the Fort William and Port Arthur Grain Exchange, has recently been appointed permanent sec'y for the Board.

C. Stuart Langille, who was recently admitted to membership in the Fort William and Port Arthur Grain Exchange, is a member of the Wheat Export Co., and will represent that company on the Exchange, having charge of the local purchases of grain.

WINNIPEG LETTER.

The Grain Exchange was closed Dec. 24th, as well as on Christmas Day.

S. N. Jones, who has been cash grain buyer for the N. Bawlf Grain Co., Ltd., is now in training as a member of the Royal Flying Corps.

A com'te composed of F. J. Anderson, G. Fisher, F. O. Fowler, R. R. Dobell and C. Tilt has been appointed by the Grain Exchange to deal with all questions which may arise in connection with the adjustment of trades under the regulation providing for the delivery of oats of grades other than No. 2 on contracts.

All business at the Grain Exchange was suspended for a time on the morning of Dec. 8 while Pres. W. R. Bawlf read a resolution to the members to the effect that the Exchange send an expression of sympathy to the sufferers in the Halifax disaster, together with a check for \$5,000 to aid in the relief work. The measure was adopted unanimously. The amount thus contributed does not include private subscriptions to relief funds.

The members of the Grain Exchange are making arrangements to provide an entertainment at the end of the year. It is to be held Saturday, Dec. 29, in the trading room, and the proceeds derived from all sources in connection with the fete will be donated to the various auxiliaries which are doing work for the relief of soldiers' families. The following com'te has been formed by the Exchange to carry out the arrangements: Pres. W. R. Bawlf, D. L. Smith, H. D. Gooderham, Athol McBean, Geo. Head, D. M. McLaughlin, E. J. Bawlf, C. E. Allen, Harry Little, H. N. Baird, Douglas Laird, Dawson Richardson.

COLORADO

Denver, Colo.—Stanley Cronin and Frank H. French, of the Denver Grain Co., and P. F. Klottinger, of the F. C. Ayres Mercantile Co., have recently enlisted in the army.—K.

Wiggins, Colo.—The Denver Elvtr. Co., of Denver, has completed a 25,000-bu. reinforced concrete elvtr. and a bean cleaning plant. It is being operated as the Wiggins Elvtr.—K.

Montrose, Colo.—The new 50,000-bu. reinforced concrete elvtr. of the Mesa Flour Mill Co. is nearing completion. The work of erecting the building has been finished and machinery is now being installed.

Denver, Colo.—J. T. Lyon, formerly with the C. & S. R. R. Co., has resigned his position and is now with the Western Grain Co.—K.

La Salle, Colo.—James Scott, who left the employ of the Western Grain Co. a few weeks ago to go to his home in Ft. Worth, Tex., has enlisted in the aviation corps.—K.

Brush, Colo.—According to the contractor who is building our 70,000-bu. reinforced concrete elvtr. and 2-story warehouse it will be the best in the state, outside of Denver.—The Brush Elevator.

Bovina, Colo.—There is no firm here known as the Bovina Trading Co. The new elvtr. is owned by J. E. Rule, and it is in operation.—The Star Farmers Co-operative Union Co., S. E. Davenport, mgr.

Derby, Colo.—The third attempt to destroy wheat and beans by fire was made near here recently. This fire would probably have resulted in the successful firing of a stack of beans valued at \$2,000 had not a watchman, who was guarding a powder storage warehouse, driven off the firebugs. They are believed to be inspired by pro-German sympathy, and they have destroyed \$5,000 worth of wheat and beans in the past week.—K.

IDAHO

Weiser, Ida.—The recently completed mill and elvtr. of the Weiser Mfg. & Elvtr. Co. is now in operation with F. A. Burton as mgr. and F. S. Gwilliam ass't mgr.

Rexburg, Ida.—The elvtr. on the farm of D. M. Shields burned recently with a loss of about \$28,000. The house was full of wheat at the time. The cause of the fire is not known.

ILLINOIS

Streator, Ill.—I am out of the grain business.—C. S. Crary.

Merritt, Ill.—The Merritt Farmers' Elvtr. Co. is erecting a warehouse for salt.

Cora City, Ill.—The elvtr. of the H. C. Cole Mfg. Co. was destroyed by fire Dec. 11.

Sheldon, Ill.—The Bishop Hominy Co. will install two Hess Grain Driers at its plant.

Flatt, Ill.—The 25,000-bu. reinforced concrete elvtr. of the Fiatt Elvtr. Co. is nearing completion.

Fairview, Ill.—W. R. Wilcoxon has been re-employed as mgr. for the Fairview Farmers Elvtr. Co.

Freeport, Ill.—Jesse Momenteller, formerly of Stockton, is now employed by the B. P. Hill Grain Co.

McDowell, Ill.—The McDowell Farmers' Elvtr. Co. has increased its capital stock from \$2,500 to \$10,000.

Fayette, Ill.—The elvtr. and business of H. I. Masters & Co. has been sold to G. A. Olbert and Wm. Mantz, of Greenfield.

Frankfort, Ill.—I am now mgr. for the Frankfort-Spencer Grain Co., having succeeded A. C. Stauffenberg.—H. Luring.

Pittwood, Ill.—Noye Ash, mgr. of the elvtr. of Davis & Ash, was married recently to Mrs. Bonnie Mowrey, of Watseka.

Versailles, Ill.—The elvtr. at this place has been rebuilt and new machinery installed.—Ed. Pendleton, Mount Sterling.

Rochester, Ill.—We will build an elvtr. at this place in the spring.—Berry & Breckenridge Farmers Grain Co., Breckenridge.

Jamaica, Ill.—This company contemplates building an elvtr. in the near future.—Farmers Elvtr. Co., Geo. H. Spainhower, mgr.

Tuscola, Ill.—I have bot the grain business of C. E. Davis and will take immediate possession of the elvtr.—F. A. Warren.

Plainfield, Ill.—The Plainfield Grain Co. entertained its employees at a banquet in the basement of the company's office building Dec. 10.

Edwardsville, Ill.—The elvtr. and mill of the Blake Mfg. Co. is now operated by electric power, a 200-h.p. motor having been installed.

Alexander, Ill.—Greenleaf & Obermeyer have succeeded the estate of E. S. Greenleaf in the grain and lumber business.—M. E. Greenleaf.

Rockport, Ill.—The Rockport Equity Exchange incorporated; capital stock, \$10,000; incorporators, R. F. McCalliver, H. D. Deam and others.

Camp Point, Ill.—We have installed a 15-h.p. electric motor in our elvtr. to furnish power for shelling, grinding and elevating.—Oliver & Liggett.

Newton, Ill.—Clyde Trexler was injured at the elvtr. of F. F. Money recently when the little finger of his right hand was caught in a gear and crushed.

Elwin, Ill.—At a recent meeting of farmers plans were laid to organize a farmers co-operative company to build an elvtr. and engage in the grain business.

Bourbon, Ill.—Bert A. McBride, mgr. of the elvtr. of C. E. Davis, died recently of pneumonia. Mr. McBride had been in charge of the elvtr. for about 2 years.

Peoria, Ill.—Grant M. Miles, son of C. C. Miles of the firm of P. B. & C. C. Miles, was commissioned a captain of infantry at the officers' training camp at Fort Sheridan.

Mount Sterling, Ill.—Owing to the fact that there is no wheat or rye to ship, and that there will be no business until a new crop is grown, my elvtr. will remain closed until next July.—Ed. Pendleton.

Peoria, Ill.—The Geo. W. Cole Grain Co. has filed application with the state public utilities commission for permission to construct a class "B" grain storage warehouse.

Coatsburg, Ill.—William McNeall, of Columbus, has bot the interest of Oliver Miller in the Coatsburg Grain & Live Stock Co. Mr. McNeall will have active charge of the business.

Reilly sta (Rankin p. o.), Ill.—Fred C. Leach has bot the elvtr. of Coon Bros. and will take possession Mar. 1. Mr. Leach formerly was in charge of the elvtr. as a partner in the firm.

Homer, Ill.—A siding has been extended to connect the new elvtr. of the Farmers Elvtr. Co. with the Wabash tracks, and it is now possible for the company to load grain directly into cars.

Arthur, Ill.—The elvtr. of Paul Kuhn & Co. has been moved from the C. & E. I. onto privately owned land and it is being rebuilt. When completed it will be a thoroughly up-to-date elvtr.—L. Buckner.

Industry, Ill.—The interest of W. R. Jewison in the elvtr. of Sullivan & Jewison has been purchased by Bain Sullivan, and the business is now being conducted under the name of Bain Sullivan & Co.

Chillicothe, Ill.—A piece of the metal roofing of our engine house was loosened by a recent high wind and rolled over the comb of the building. It was replaced at an expense of about \$10.—Guyer Grain Co.

Kane, Ill.—The Farmers Grain Co., of which A. R. Chappel is mgr., has built a warehouse for feed. It is 20 x 30 feet, upon a concrete foundation. Corrugated iron siding and composition roofing were used.

Fitchmoor sta (Mendota p. o., R. R. 39), Ill.—H. C. Moore, of Mendota, has bot the elvtr. of the Farmers Grain Co., and will operate it under the name of the Fitchmoor Elvtr. Co. Joseph Klebel will be mgr.

Woodson, Ill.—The Farmers Elvtr. Co. has been organized by farmers in this locality and at a recent meeting of the stockholders Fred J. Scholdfield was elected pres. and C. E. Reynolds sec'y. The company will be incorporated, with capital stock of about \$12,000, and it contemplates erecting an elvtr. and other buildings to be used in conducting a grain business.

Foosland, Ill.—Farmers of this community have organized a company to conduct a grain business, and have bot the elvtr. of Wm. Noble, of Gibson City.

Hindsboro, Ill.—We have bot the elvtr. of Munson & Moss, and have taken possession. It will be operated under the firm name of Porterfield & Sons, with A. T. Porterfield in charge.—Porterfield & Sons, Murdock.

Springfield, Ill.—A hearing on the proposed advance in grain inspection fees at Chicago and East St. Louis will be held at the State House in this city at 10 a. m., Jan. 3, by the Illinois Public Utilities Commission.

Cullom, Ill.—A locomotive spark started a small fire on the roof of our engine room Dec. 1, but no damage was done as the fire was discovered promptly and extinguished by means of hand grenades.—Shearer & Shearer.

Cairo, Ill.—The corn meal mill of the Cairo Mill & Elvtr. Co. at the head of 10th street, owned by Jesse E. Miller, has been sold to E. R. Taylor, of Birmingham, Ala. Mr. Taylor has taken possession of the plant and will operate it.

Taylorville, Ill.—Ober Livergood, who has been mgr. of the elvtr. of B. F. Jostes & Co. at Willey's, a station near this place, will be mgr. for the Farmers Elvtr. Co., taking charge of the plant which that company recently bot from the McKenzie Co.

Norris, Ill.—We are now selling stock to erect a new concrete elvtr. in the spring. Will also build a warehouse to handle seeds and other sidelines. It is planned to make the elvtr. of about 25,000 bus. capacity.—Farmers Elvtr. Co., B. S. Waite, mgr.

Blandinsville, Ill.—The company which recently purchased the elvtr. of H. E. Roberts is now conducting the business under the name of the Blandinsville Farmers Elvtr. Co. with H. R. Kinson as mgr. The company's capital stock is \$20,000.

Westville, Ill.—The company which was recently organized by Geo. Buchanan, O. M. Mackey, M. L. Hill and others will erect an elvtr. and ice plant. Business will be done under the name of the Westville Grain & Ice Co., the capital stock being \$70,000.

Gibson City, Ill.—Owing to bad weather the work of installing a drier at our plant has not been completed. It will have a capacity of 200 bus. to 300 bus. per hour, and we expect to run it day and night as soon as it is ready for operation.—Geo. W. Walker & Co.

Keyesport, Ill.—J. H. McCormack has succeeded T. N. Skinner as mgr. of the elvtr. of C. B. Munday, which is under lease to the Vandalia Produce Co., of which Mr. Brooks is pres. I have formed a partnership with C. H. Newkirk and we are making arrangements to build an elvtr. in the spring.—Guy Hensley.

Morris, Ill.—A jury in the justice's court has decided against the Farmers Square Deal Grain Co. in a case in which a farmer sought to recover damages for injuries to a mule in the dump at the elvtr. The farmer refused \$75 in settlement of the damage, and brought suit for \$175. The case will probably be appealed.

Forest City, Ill.—A second accident has occurred to a workman on the elvtr. of the Forest City Grain Co., the latest victim being Walter Coryell, who, while going into one of the bins to work, was struck on the back of the head by a door and knocked forward against the concrete wall with the result that his nose was broken and his face and forehead severely cut.

Pittsfield, Ill.—Charles P. Cummings, who recently resigned his position with this company to enter the service of the Dep't of Agriculture in the Office of Markets and Rural Organization, is now located at St. Louis, and we understand

that he will probably be appointed Federal Grain Supervisor for district No. 22, with his office at St. Louis.—M. D. King Mfg. Co.

Bourbon, Ill.—A corn crib at the elvtr. of C. E. Davis was burned early on the morning of Dec. 9, the building and about 15,000 bus. of corn being destroyed. The elvtr. building itself was on fire at one time, but was saved by the work of volunteer fire fighters. The cause of the fire is not known, but it is variously attributed to an overheated bearing, a spark from a passing locomotive, the heating of damp corn, and incendiarism. Ventilating devices had been placed thru the crib to assist in drying the corn, and these air chambers provided a draft which hastened the destruction of the crib.

CHICAGO NOTES.

The Harvey Grain Co. has increased its capital stock from \$99,000 to \$150,000.

The directors of the Board of Trade have accepted the resignation of John J. Stream as vice-pres.

George S. Bridge, of Bridge & Leonard, has been appointed as hay buyer for the quartermaster's dep't of the army.

The C. S. Christensen Co., of Madelia, Minn., has opened an office in the National Life building with E. E. Lewis in charge.

The directors of the Board of Trade voted Dec. 18 a Christmas present of \$10 to each of the employees of the Board of Trade.

The Chicago Hay, Grain & Feed Ass'n has been incorporated by Joseph W. Bad-enoch, Albert J. Kemper and J. B. Carter. The Ass'n is not organized for profit.

It was announced Dec. 18 that the Belt Railroad is not accepting freight from the Northwestern, Baltimore & Ohio, Pere Marquette, Michigan Central or Grand Trunk railroads.

The Board of Trade has discontinued the posting of figures on world's shipments, as the officials believe it is impossible to obtain reliable figures from any of the countries in regard to exports.

Denver Wild, a son of Joseph E. Wild of E. W. Wagner & Co., and formerly with Simons, Day & Co., is a sergeant in the United States army and is now serving with the expeditionary force in France.

Claude E. Metzler was married recently at Princess Anne, Md., to Anne Page, daughter of the late Chief Justice Henry Page of the Maryland Court of Appeals. After Jan. 1 they will reside at the Evans-ton Hotel.

The directors of the Board of Trade at their meeting Dec. 18 denied a petition to close the Board on Monday, Dec. 24, as much soft corn would be lost if held here from Saturday to Wednesday and so prolonged a holiday would serve further to congest the rail situation.

Captain Benjamin H. Linscott, who was at one time a grain inspector in this market, died Dec. 20 in his 85th year. Captain Linscott was a veteran of the civil war. He came to Illinois 40 years ago and settled at Mendota, where he was in the milling business for 10 years.

The United States Supreme Court has denied the plea of J. B. Turner, of Cotter & Turner, Memphis, Tenn., for an estoppel of disciplinary proceedings by the Board of Trade. The case has been pending for some time and grew out of the action of the directors of the Board of Trade in expelling Mr. Turner.

S. Tranter, Jesse H. Ridge and Garfield T. McClean have applied for membership in the Board of Trade; E. Z. Zipperman, Newton R. Moore, Thomas G. Williamson and Harry A. Massey have been admitted to membership; and the memberships of W. B. Bogert, H. A. Badger and Alva F. McKenzie have been posted for transfer. Lloyd Smith and Mark Bates have withdrawn their applications for reinstatement to membership.

The annual dues of the Board of Trade for 1918 have been fixed at \$75, payable semi-annually.

Under a recent notice issued by the local office of the Food Administration all holders of custodian receipts must have them endorsed by the elvtr. company presenting them for payment to the Corporation, showing grade, gross weight, dockage, net weight, net bushels, elvtr. and operator.

The Board of Trade was informed Dec. 10 that the eastern carriers have decided to refund the 3% war tax on in-bound switching charges along with the refund of such in-bound switching charges as they absorb where not absorbed on the in-bound movement of grain from certain western carriers.

Capt. Frank W. Sherwood, assistant to Col. Leonard D. Wildman, chief of the Signal Corps, has been commissioned a major and will soon leave for overseas service. Captain Sherwood was for many years a telegraph operator on the Board of Trade and was formerly a member of the board and a trader in one of the pits.

The directors of the Board of Trade at their meeting Dec. 11 voted that where grain is bought basis of local rate the seller assumes the war revenue on the local rate to Chicago; where it is bought on proportional rate the seller assumes the war revenue on the proportional rate; the buyer assumes the excess, if any, above the proportional rate.

The Food Administration Grain Corporation has issued a notice calling attention to Rule No. 9 of the regulations governing the trade in food commodities by persons subject to license, stating that the rule will be rigidly enforced. The rule reads: All carload lots of wheat, corn, oats, rye and barley shall be made in car lots of not less than the full car capacity unless authorized to the contrary by special written permission of the United States food administrator.

The local office of the Food Administration Grain Corporation has issued the following regulation: No. 3 wheat, which is graded down solely because of a moisture content in excess of that allowed in the grade it would otherwise take, may be discounted and priced on its merits according to class and subclass at a reasonable discount for each 1/2 of 1% of moisture in excess of grade allowance, but in no case higher than 4c under the No. 1 grade of the subclass represented.

The notice lifting the embargo on corn and oats for the east as posted on the morning of Dec. 20 bore the date of 12:15 a. m., Dec. 19, and had been filed for transmission as a night letter by J. J. Stream, coarse grain administrator. Evidently it was filed earlier than Dec. 20 and the receiving clerk was negligent and failed to change his dating stamp. Altho the telegraf. company complied with its duty in delivery by morning, there was ample opportunity for anyone who had seen the message to send advance information, and some Chicago firms had knowledge of the removal of the embargo as early as 4 p. m.

The annual election of officers of the Board of Trade will be held Jan. 7. Pres. Griffin is said to have issued a statement declining to accept the post for another year because of failing health. The two vice-presidents of the Board have resigned, John R. Mauff to become sec'y of the Board, and J. J. Stream to become coarse grain administrator under the Food Administration. The situation is thus an unusual one and some of the members are advocating the election of some of the men who have served as pres. of the Board as directors in order that the directorate may be made as strong and conservative as possible.

INDIANA

Franklin, Ind.—The recent report that a new elvtr. is being built here is incorrect.—X.

Howe, Ind.—We have succeeded Sweitzer & Wolf in the grain business.—W. G. Sweitzer & Co.

Reagan sta (Frankfort p. o.), Ind.—The Reagan Grain Co. has increased its capital stock from \$15,000 to \$20,000.

Largo, Ind.—John M. Wayman, who was formerly engaged in the grain business here, died recently at Los Angeles, Cal.

New Lebanon, Ind.—We have purchased the elvtr. formerly owned by J. P. Allen and the plant is now being operated by us.—L. Brooks & Son.

Loogootee, Ind.—Walter Van Hoy, mgr. for the Loogootee Mlg. Co., was injured recently when, in attempting to adjust an overhead clutch, he stepped on the edge of a conveyor and fell.

Belshaw sta (Lowell p. o.), Ind.—The F. C. Brown Grain & Hay Co., which recently sold its elvtr. to the Farmers & Gleaners of Lowell, has filed preliminary certificate of dissolution.

Kendallville, Ind.—The recently organized Kendallville Shippers Ass'n has shipped nothing but live stock up to the present time, and nothing is known about their building an elvtr.—X.

Milroy, Ind.—Thomas Bottorff, former owner of the Enterprise Mlg. Co., has been acquitted by the circuit court of the charge of unlawfully removing and converting deposited grain to his own use.

Wakarusa, Ind.—We have erected a feed warehouse in connection with our mill and elvtr. Its capacity is about 8 car loads, and we will carry a large supply of feed at all times.—Wakarusa Mlg. Co.

McCordsville, Ind.—The McCordsville Grain Co., which was recently incorporated with capital stock of \$15,000, has succeeded A. B. Cohee & Co. P. E. Goodrich is pres., Baxter McBane, treas., and I am sec'y and mgr.—G. B. McBane.

Williamsport, Ind.—The mill at this place which has stood idle for the past 7 years has been purchased by R. C. Miller, who has remodeled it and equipped it as an elvtr. It will be operated by Mr. Miller under the name of the Warren County Grain Co.

Iine sta (Elnora p. o.), Ind.—Frank Morgan has sold his elvtr. to his brother George, and the latter, with his partner, F. W. Blackwood, has taken charge of the plant. Frank Morgan has removed to Plainville where he has engaged in the grain business.

Nora, Ind.—A. B. Hinshaw, of the Hinshaw Elvtr. Co., was killed Dec. 17 when an automobile which he was driving was struck by a Monon passenger train at a grade crossing. It appears that Mr. Hinshaw was driving with the curtains drawn, and did not see the train.

South Bend, Ind.—The South Bend Elvtr. Co., of Chicago, has been formed to operate the elvtr. of the L. S. & M. S. Ry. Co. under lease. The plant was last operated by Durant & Elmore, but has been idle for some time and it is now being repaired and placed in condition for use.

Garfield sta (Darlington p. o.), Ind.—The elvtr. of the Farmers Grain & Seed Co., of which Bernard Price was mgr., was destroyed by fire recently with a loss of about \$10,000. One thousand bushels of oats were burned by the fire, which is believed to have been caused by a dust explosion. This is the second elvtr. that has burned at this place in 2 years.

INDIANAPOLIS LETTER.

The O. L. Barr Grain Co., of Bicknell, has been elected to membership in the Indiana Grain Dealers Ass'n.—Chas. B. Riley, sec'y.

The Indiana Grain Dealers Ass'n will hold its annual meeting at the Board of Trade building, Indianapolis, Jan. 15 and 16, 1918. The first session of the convention will begin at 1:30 p. m. Jan. 15. A good program will be presented and the entire trade is invited.—Chas. B. Riley, sec'y.

Grain dealers and millers of the Board of Trade have protested to the Food Ad-

ministration against the embargo on shipping corn and oats from Illinois points to Indiana points, or to any point east of the Indiana-Illinois state line north of the Ohio river. The embargo was ordered by the com'isn on car service and became effective Dec. 8. It is said that practically all of the corn received by local industries is coming from Illinois, and that Indiana corn will not start to move until about Jan. 1, and that, unless the embargo is modified, the receipts will amount almost to nothing until after the first of the year.

IOWA

Iowa Falls, Ia.—The Farmers Elvtr. Co. is repairing its elvtr.

Council Bluffs, Ia.—The Droge Elvtr. Co. is installing a Morris Grain Drier in its elvtr.

Vail, Ia.—John Dugan has sold his business to North Bros., who will build an elvtr.

Minden, Ia.—A. E. Grauenau has been employed at the elvtr. of Louis Ehlers to succeed Jake Reichert.

Mt. Pleasant, Ia.—Farmers in this locality contemplate organizing a company to engage in the grain business.

Vail, Ia.—We have just completed a new office building for use in transacting our grain and milling business.—Vail Mlg. Co.

Highview sta (Webster City p. o.), Ia.—Max Higgins, formerly of Manson, is now mgr. for the Highview Farmers Grain Co.

Emmetsburg, Ia.—The elvtr. of the Quaker Oats Co. has been completed and placed in operation with B. F. Bradley as agt.

Bussey, Ia.—The elvtr. which Pringle & Houser recently sold to Mr. Wilkins, of Albia, is now being operated as the Wilkins Grain Co.

Algona, Ia.—The Bowles-Billings-Kessler Grain Co. is remodeling its office and warehouse building, the improvements to cost about \$7,500.

Dumont, Ia.—The Farmers Co-operative Elvtr. Co. contemplates making extensive improvements to its property during the coming year.

Aladdin, Ia.—The recent report that the Independent Elvtr. Co. is building an elvtr. at this place is incorrect. There are no elvtrs here.—X.

Somers, Ia.—We have built a new office and an engine house, and repairs are being made in the elvtr.—Somers Farmers Elvtr. Co., H. Thorson, mgr.

Carson, Ia.—Work is progressing rapidly on the 20,000-bu. elvtr. of J. H. Port, and it is hoped to have the plant in operation by the first of the year.

Fostoria, Ia.—E. E. Bleeker is now mgr. for the Fostoria Elvtr. Co., having succeeded L. H. Bleeker, who severed his connection with the company Nov. 30.



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MILWAUKEE

Manson, Ia.—J. J. French has resigned his position with the Farmers Elevtr. Co. to re-enter the employ of E. W. Wagner & Co., of Chicago, as a traveling representative.

Schaller, Ia.—M. Strom, who has had charge of the elvtr. of J. B. Adams for the past 15 years, has resigned to accept a position with the Taylor-Bournique Co., at Sioux City.

Rutland, Ia.—The Burt Grain Co. has sold its elvtr. to Tom Ferris, possession to be given by Feb. 1. Mr. Ferris formerly owned the plant, selling it to the Burt Grain Co. in July.

Wapello, Ia.—The Farmers Elevtr. & Exchange Co. has widened the field of its operations by the recent purchase of the poultry and produce business of the Wapello Produce Co.

Emmetsburg, Ia.—A United States flag is now being flown from the staff on the top of the elvtr. of the Quaker Oats Co., and at night it is illuminated by means of an electric searchlight.

Edna, Ia.—A scoop shovel grain buyer who is operating at this station has shipped 3 cars of corn, and he has been trying to stir up trouble for the legitimate dealers.—S. G. Harsh, agt. The Quaker Oats Co.

Boone, Ia.—The Huntley Grain & Elevtr. Co. has made an assignment for the benefit of creditors. Liabilities are listed at \$40,000, with assets of \$10,000. John Jordan, a local attorney, has been named as trustee.

Dedham, Ia.—W. B. Loeltz, mgr. of the Farmers Elevtr. Co., underwent an operation at a hospital in Omaha recently. At the same time a son of Mr. Loeltz was operated on. Both patients are said to be progressing nicely.

Muscataine, Ia.—McKee Bros. will probably build an elvtr. on the levee front, permission for which the city council was recently asked to grant, but on account of the large quantity of soft corn they may defer action until spring.—X.

De Soto, Ia.—The grain and coal business of H. L. McCombs will be conducted as the De Soto Elevtr. Co. in the future, Mr. McCombs, who is now located in Texas, continuing as the proprietor. John Wiggins is mgr.—De Soto Elevtr. Co.

Latimer, Ia.—The Quaker Oats Co., for which I am agt., has bot the elvtr. of the J. & R. Grain Co., and it has been overhauled and placed in first class condition, D. F. Hoag & Co. doing the work.—H. J. Reed.

Latimer, Ia.—We are putting in the foundation for a lumber shed which will be 56 x 88 feet, with the sides 10 feet high and the comb of the roof 30 feet high. We had waited over 4 months for the lease, and then did not get as much land as we desired.—Farmers Grain Co.

Story City, Ia.—Burke & Stephenson have completed a corn crib addition to their elvtr. The crib is 36x18x28 feet. Thru the center is a ventilator and sheller drag room and at one end is a room 10x10 feet in which a sheller will be installed. The capacity of the crib is 6,400 bus.

Lorah, Ia.—Campbell & Sons have built a new elvtr. I understand that Chester Bricks, of Elliott, has purchased the elvtr. which I formerly owned, and which is now being operated by the Rothschild Grain Co., of Atlantic; and that Mr. Bricks will take charge Mar. 1.—A. L. Burnham, Griswold.

Gladbrook, Ia.—The recently incorporated Farmers Elevtr. Co., which bot the elvtr. and business of Dreessen & Rehder, has taken possession of the property. Irvin Merrill is pres. and John Elson sec'y of the company. A manager has not been chosen, but Mr. Dreessen will have charge of the business for the present.

Sioux City, Ia.—At the annual meeting of the Board of Trade C. J. Milligan, Paul Ketels and W. H. Harter were elected directors to serve for 3 years, and William Slaughter was elected a director to fill the unexpired term of J. A. Tiedeman. The following officers were elected by the board of directors: H. J. Hutton, pres.; Charles Flanley, vice-pres.; M. King, treas.; and J. C. Mullaney, sec'y.

Algona, Ia.—B. F. Kessler has removed to Marshalltown to take charge of the office of the Bowles, Billings & Kessler Grain Co. He will be succeeded here by E. L. Billings, who has been in charge of the business at Marshalltown.

Vinton, Ia.—C. F. Beall, who has been mgr. for the Farmers Grain & Elevtr. Co. for several years, has resigned that position and will remove to Winona, Minn., where he will enter the employ of a feed and grain distributing company. A successor to Mr. Beall has not been chosen.

Marshalltown, Ia.—B. F. Kessler, of Algona, has removed to this city and on Jan. 1 he will assume the management of the business of the Bowles, Billings & Kessler Grain Co. Mr. Billings, who has been mgr., will go to Algona, where he will take charge of the firm's business, at which place it is operated as Bowles & Billings.

Orient, Ia.—The new elvtr. of Sumner White is practically completed, but difficulty has been experienced in obtaining a small portion of the machinery and because of that fact its operation is being delayed. The main part of the elvtr. is 20 x 20 feet, and the cost of the plant is about \$10,000.

Emmetsburg, Ia.—When W. A. Fine and Ed Harris were removing some of the forms at the elvtr. which is being erected by the Quaker Oats Co. the scaffold on which they were standing broke and they fell a distance of about 65 feet to the ground. Mr. Fine had one leg and one arm broken and his face badly bruised and cut; and Mr. Harris had 5 ribs broken, his wrist sprained and his face cut. The men were immediately given surgical attention, and will probably sustain no permanent injury.

Waterloo, Ia.—A meeting of grain dealers in this section was held at the Russell-Lamson hotel Dec. 12 for discussing general matters relating to the trade and particularly the question of handling the large quantity of soft corn. The meeting was called by Sec'y Geo. A. Wells, of the Western Grain Dealers Ass'n. The reports of many dealers showed that only about 50% of the corn is in marketable condition, and the feeling prevailed that farmers should be urged to sort the corn carefully, and to feed that which is too soft to crib safely.

Sioux City, Ia.—The Union Terminal Elevtr. Co. has transferred the site of its elvtr., which burned 2 years ago, to this company and we are building an elvtr. to have a handling capacity of 10,000 bus. per hour, and to be completed by spring. The driers which were not burned when the old elvtr. was destroyed will be in operation within a short time. This plant will be operated as a terminal elvtr. in connection with our country stations, the recent action of the Illinois Central in making this a rate basing point making it possible to handle grain thru this city for distribution to points which have been served by competitive markets in the past.—King Elevtr. Co.

KANSAS

Circleville, Kan.—The elvtr. of C. C. Conner is being repaired.

Augusta, Kan.—We are out of the grain business.—J. C. Haines & Co.

Powhattan, Kan.—The Kinneer Grain Co. is repairing and improving its elvtr.

Powhattan, Kan.—The Derby Grain Co. is building a 14x20-ft. office building.

Burdett, Kan.—The Farmers Grain & Supply Co. recently repaired its elvtr.

Everest, Kan.—The elvtr. of the Farmers Union has been completed and it is now in operation.

Ashland, Kan.—The Ashland Grain Co. has been incorporated with capital stock of \$10,000.

Ottawa, Kan.—The Midland Mlg. Co., of Kansas City, has bot the elvtr. and mill of the Forest Park Mlg. Co.

Salina, Kan.—The Robinson Grain Co. has let contract for buildings and machinery for its 1,200-bbl. mill.

Abilene, Kan.—The Abilene Flour Mills Co. is building a larger office building to care for its grain and milling business.

Scammon, Kan.—M. J. Callahan has removed to Arma, where he has succeeded Geo. McClure as mgr. for the Kelso Grain Co.

Clay Center, Kan.—I have succeeded the Iams Grain Co., and am now owner of the elvtr. operated by that company.—J. W. Pinkerton.

Belle Plaine, Kan.—I have been placed in charge of the elvtr. of the New Era Mlg. Co., which was recently completed.—R. E. Chapman.

Hays City, Kan.—George E. Sedmore, who was mgr. for the Farmers Elevtr. Co., has removed to Ellis, where he is mgr. for the Golden Belt Grain Co.

Summerfield, Kan.—The recent report that C. E. Cross has become mgr. for this company is incorrect.—Farmers Co-operative Ass'n, J. H. Gillain, mgr.

Burdick, Kan.—We have bot the 10,000-bu. elvtr. of Ben Nelson, and it is now in operation with Mr. Nelson in charge as agt.—Jay Hausam, Hutchinson.

Freeport, Kan.—The 20,000-bu. elvtr. of the Pacific Elevtr. Co. was included in the sale of its line of stations which was recently made to the Rea-Patterson Mlg. Co., of Coffeyville.

Ellis, Kan.—Thos. Hayes has been succeeded as mgr. for the Golden Belt Grain Co. by George E. Sedmore, who was formerly mgr. for the Farmers Elevtr. Co., of Hays City.

Protection, Kan.—The elvtr. of J. E. Kirk has been purchased by P. A. Johnston, of Coldwater. It will be operated by Mr. Johnston in connection with his business at Coldwater.

Arma, Kan.—Geo. McClure, mgr. for the Kelso Grain Co., has been transferred to the company's Pittsburgh office, and M. J. Callahan, of Scammon, has succeeded Mr. McClure at this place.

Fowler, Kan.—We are repairing our elvtr., covering it with iron, building bins over the driveway, and installing a White Star Special Grain Distributor and Manlift.—A. R. Upp Grain Co.

Turon, Kan.—W. H. Henning, who has been agt. for the Pacific Elevtr. Co., will remain in charge of the business for the Rea-Patterson Mlg. Co., of Coffeyville, which has purchased the plant.

Conway Springs, Kan.—Will Burris, who has been employed in the office of the B. Strong Grain Co., is now with the Strong Trading Co. at Wichita. He is succeeded here by Mr. Comfort, of Halstead.

Netawaka, Kan.—Our new 16,000-bu. elvtr. is located on the Missouri Pacific. Its equipment includes a sheller and a cleaner and power is furnished by an electric motor.—Lueck-Johnson Grain Co., W. H. Cobb, mgr.

Cheney, Kan.—The Bowersock Mill & Power Co., of Lawrence, has bot the elvtr. of the Cheney Grain & Elevtr. Co. The plant of the Cheney Mill is being repaired, and it is expected that it will be in operation in 30 days.—E. Scott.

Belle Plaine, Kan.—The 12,000-bu. elvtr. of the New Era Mlg. Co. has been completed and it is now in operation with Earl Chapman, formerly of Ashton, in charge. The elvtr. is constructed of reinforced concrete, and its cost was about \$8,000.

Moran, Kan.—We have installed a 20-h.p. electric motor in our elvtr. and have built a warehouse, 24 x 60 feet, for flour and feed. We expect to install a new cleaner and another elvtr. leg in the spring.—Moran Grain Co., W. I. Hammel, mgr.

McPherson, Kan.—My elvtr. located on the Union Pacific right of way burned about 10 a. m., Dec. 15. The building was completely destroyed, and about 2,200 bus. of seed oats were burned. The building loss was about \$3,500, with \$2,000 insurance, and the grain was fully covered by insurance. It is believed that the fire was caused by sparks from a locomotive.—F. P. Hawthorne.

Cedar, Kan.—The Farmers Union has sold one of its elvtrs. to W. H. Morrison of Stockton and it is now being operated by me as agt. for the new owner. We will take down the old house and build a new one.—B. G. Morrison.

Ellsworth, Kan.—Our plans for the erection of a new plant are lying dormant at present, awaiting war developments. We expect to build later, but at this time cannot state whether at Ellsworth, Salina, or elsewhere.—The Ellsworth Mill & Elvtr. Co., H. Work, pres.

Wichita, Kan.—The Board of Trade has adopted a resolution signifying its willingness to reduce the charge for handling consignments of grain to 1c per bu. A copy of this resolution has been forwarded to Julius H. Barnes, pres. of the Food Administration Grain Corporation.

Bison, Kan.—We are building a 50,000-bu. reinforced concrete elvtr., costing about \$22,000. Our capital stock has been increased from \$10,000 to \$40,000, and last summer we built a brick office and warehouse building.—Farmers Union Co-operative Ass'n, D. A. Schwartzkopf, mgr.

Wichita, Kan.—The 16 elvtrs., located on the Missouri Pacific, which we recently purchased from the Pacific Elvtr. Co., are now being operated by us, with headquarters here. The men who are at present in charge of the elvtrs. will remain with us.—The Rea-Patterson Mlg. Co., I. B. Carr.

Sharon Springs, Kan.—The recent report to the effect that we will build an elvtr. is incorrect, as we do not intend to do so. Our small business in grain is wholly retail. We do no shipping, as our grain is consumed at home.—The Wallace County Co-operative Supply Co., L. N. Woodburn, mgr.

Sterling, Kan.—The elvtr. of Geo. Brown, formerly owned by the late H. M. Lloyd, has been bot by the Bowersock Mill & Power Co., of Lawrence. The plant has been improved and A. B. Zimmerman is now in charge as mgr. Still further improvements, including the building of a new office, are planned.

Gypsum, Kan.—This company will begin operating its elvtr., which is of 12,000 bus. capacity and located on the Missouri Pacific, about Jan. 15. We have a 750-bu. automatic scale and electric power is used. Otto Heshner is pres., E. H. Armstrong sec'y, and Lee Morgan mgr. for the company.—L. E. Tinkler, treas. Farmers Elvtr. Co.

Raymond, Kan.—Edward Hunt, an employee in a local elvtr., was severely burned recently when he got too near a lighted torch with a can of gasoline he was carrying. The gasoline exploded, and the burning liquid was thrown onto his clothing. Mr. Hunt's brother saw his danger and rolled him on the ground until the flames were extinguished, thus saving his life.

ATCHISON LETTER.

The members of the Board of Trade have voted to reduce the com'isn charged for handling consignments of wheat from 1% of the value of the shipment to 1½c per bu.

H. J. Schreiber, who has been acting as state grain inspector at this market, has resigned. His resignation will become effective Jan. 1, and he will be succeeded by R. C. Cook, who has arrived from Kansas City to become accustomed to the work in his new field before taking full charge of the office.

E. R. Welch, formerly traveling representative for the Wilser Grain Co., of Kansas City, has resigned that position to become mgr. of the cash grain dept. of the local office of the Orthwein-Matchette Co. Mr. Welch has been sec'y of the Kansas City Traveling Grain Men's Ass'n for about 2 years, and he has also resigned that position.

A meeting of the grain dealers of north-eastern Kansas was held in the trading room of the Board of Trade Dec. 4 to consider matters in connection with the handling of the business under the present

conditions. Sec'y E. J. Smiley, of the Kansas Grain Dealers Ass'n, who had returned a short time before from a trip to New York, made a report of his trip. A resolution was adopted expressing the dealers' desire that Sec'y Smiley continue his efforts to secure by fair and honorable methods the equitable adjustment of the control of the grain trade of the southwest.

HUTCHINSON LETTER.

It is reported that a number of members of the Board of Trade are planning to form a corporation to build a large flour mill.

The new office building of the Wm. Kelly Mlg. Co. is nearing completion and it will be ready for occupancy in a short time.

Jay Hausam has purchased the elvtr. of Ben Nelson at Burdick and will operate it in connection with his office here. Mr. Nelson has been retained as agt.

John Stephens is pres. and J. B. McClure sec'y and business mgr. of the Sylvia Mlg. & Grain Co., which was recently incorporated with capital stock of \$75,000.—J. B. McClure Grain Co.

The Board of Trade recently adopted a resolution expressing its desire to render the fullest service possible to the government in the distribution of the grain crops of the southwest, and announcing its willingness to reduce its com'isn charge on consignments to 1c per bu. A copy of the resolution was sent to Julius H. Barnes, pres. of the Food Administration Grain Corporation.

TOPEKA LETTER.

David Page, former sec'y and mgr. of the Page Mlg. Co. and treas. of the Board of Trade, has been commissioned a second lieutenant in the aviation corps.

A resolution recently adopted by the Board of Trade, and sent to Julius H. Barnes, pres. of the Food Administration Grain Corporation, states that the organization will be willing to reduce its com'isn charge for handling consignments to 1c per bu., and asks that it be given a greater share in the work of distributing the grain crops of the southwest.

Gov. Capper has received several complaints, some of them from grain dealers, in which it is stated that requests for cars have not been filled by the railroads, and one complaint, filed by a member of the legislature, said that in some instances wheat is being fed to cattle and hogs because corn and other feeds cannot be moved.

Gov. Capper has advised the War Dept., in response to a request from Sec'y Baker, that 800 regular soldiers will be required to properly guard the industries of the state. Gov. Capper's plan would call for the following distribution of the men: 100 at Kansas City, Kan., and 50 each at Wichita, Eldorado, Towanda, Coffeyville, Caney, Neodesha, Humboldt, Chanute, Arkansas City, Topeka, Hutchinson and Salina.

MARYLAND

Chewsville, Md.—We are building a 100-bbl. flour mill, equipped with Barnard & Leas machinery, to be operated in connection with our 12,000-bu. elvtr. We expect to put in a corn and feed mill, but have not purchased the machinery.—Chewsville Flour Mills, A. E. Bowman, mgr.

BALTIMORE LETTER.

Geo. S. Harlan, division freight agt. for the B. & O., has applied for membership in the Chamber of Commerce.

Pres. John C. Legg of the Chamber of Commerce has been appointed by Mayor Preston as a member of a com'isn to study the railroad situation in Baltimore.

Under the by-laws of the Chamber of Commerce, the following members of the board of directors will retire next month, having served 3 years: Pres. John C. Legg, John F. Snyder, John H. Gildes, Jr., chairman of the executive com'te; Geo. S. Jackson and Robert Ramsay.

MICHIGAN

Charlevoix, Mich.—The Charlevoix Elvtr. Co. has been incorporated with capital stock of \$10,000.

Coldwater, Mich.—We intend to build an addition to our elvtr.—Wm. A. Coombs Mlg. Co., J. C. Amendt.

Carland, Mich.—The Carland Farmers Co-operative Elvtr. Ass'n has been incorporated with capital stock of \$20,000.

Henderson, Mich.—The recently organized Henderson Co-operative Elvtr. Co. has been incorporated with capital stock of \$20,000.

Hastings, Mich.—We do not know of any elvtr. to be erected in our vicinity or of any old ones to be repaired.—Waters Bros. Elvtr. Co.

Port Huron, Mich.—C. O. Fuller, formerly mgr. for the Ypsilanti Grain & Elvtr. Co., of Ypsilanti, is now mgr. for the Michigan Bean Co.

Ypsilanti, Mich.—C. O. Fuller has resigned as mgr. for the Ypsilanti Grain & Elvtr. Co., and has accepted a position as mgr. for the Michigan Bean Co. at Port Huron.

Owosso, Mich.—We are building a reinforced concrete elvtr. and warehouse, and expect to have it completed in about 30 days. The Burrell Engineering & Construction Co. is doing the work.—Randolph, Hall & Young.

Muskegon, Mich.—Our flour mill and elvtr. were completely destroyed by fire, as previously reported, with loss of about \$40,000. We will build a feed mill and concrete elvtr. to replace the burned plant.—Peoples Mlg. Co.

Holly, Mich.—The recently incorporated Holly Grain & Produce Co. began business Dec. 1. Its building has been inclosed, and the work on the interior will be completed during the winter. The company has temporarily installed cleaning machinery in a frame building which it purchased so that business can be carried on while the main plant is being built.

Detroit, Mich.—We have recently completed and placed in operation our 250,000-bu. elvtr. and 50,000-bag seed house. The equipment includes a bleacher and a Hess Grain Drier and all machinery is driven by electric power. Good switching facilities make the house very fast. Our new offices are large and up-to-date in every respect.—The Caughey-Jossman Co.

MINNESOTA

Magnolia, Minn.—We have installed a Hess Moisture Tester.—Farmers Elvtr. Co.

Nicollet, Minn.—Henry Wentzlaff is now mgr. of the elvtr. of the Atlas Elvtr. Co.

Dassel, Minn.—The elvtr. of the Cargill Elvtr. Co. is not being operated at present.—X.

Elmore, Minn.—The Elmore Farmers Elvtr. Co. has increased its capital stock to \$20,000.

Charlesville sta. (Tintah p. o.), Minn.—None of the elvtrs. are being operated at this time.—X.

Lanesboro, Minn.—Chas E. Gillin has succeeded L. T. Tolleson as buyer for the LaCrosse Grain Co.

Hadler sta. (Ada p. o.), Minn.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed at the present time.—X.

Strandquist, Minn.—We have installed a new cleaner in our elvtr.—The Farmers Elvtr. Co., F. L. Rasmussen, Mgr.

Monterey, Minn.—We have ordered a moisture tester and will install it at our elvtr.—Monterey Farmers Elvtr. Co., G. C. Satter, mgr.

Humboldt, Minn.—The Farmers Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, E. C. Leedy, G. H. Payne and others.

Hutchinson, Minn.—C. D. Hall, the present mgr. for the Hutchinson Farmers Co-operative Elvtr. Ass'n, will move to Idaho, and I will take over the management Jan. 1. I was formerly with the State Elvtr. Co.—Harry Walker.

MISSOURI

Lakeville, Minn.—The Claro Mlg. Co. will remodel and enlarge its milling and elvtr. Plant, increasing the capacity of the mill to 1,000 bbls.

Eagle Lake, Minn.—We have given our elvtr. a general overhauling, and have installed an electric motor and a manlift.—Commander Elvtr. Co., G. A. Harein, agt.

Otter Tail, Minn.—We have built a machine shed, 50 x 32 feet, and have put in a full line of machinery in connection with our grain business. We have also installed an automatic scale in our elvtr.—Farmers Equity Elvtr. Co., H. H. True, mgr.

Thief River Falls, Minn.—The recent report to the effect that the Thief River Falls Seed, Grain & Supply Co. has completed a \$22,000 warehouse is incorrect, as the company which has built this plant is the Tessum Seed, Grain & Supply Co. The company has moved its offices into the new structure.

Kasota, Minn.—Herman Teichreow, a grain inspector at the elvtr. of the Gould Grain Co., was killed recently when he was caught between two cars which were being moved by means of a car puller. It appears that Mr. Teichreow stepped between the cars not knowing that they were about to be moved, and when they came together he was caught and crushed to such an extent that he fell unconscious on the track and was not found until the cars were moved out of the elvtr. shed. Mr. Teichreow came here from Mountain Lake only a few months ago to take the position as inspector when his son, who had filled the place, enlisted in the army.

DULUTH LETTER.

W. B. Newcomb, of the Globe Elvtr. Co., was commissioned a second lieutenant after taking training at Fort Snelling.

The members of the Board of Trade have authorized the board of directors to contribute \$2,000 for the relief of sufferers in the Halifax disaster.

The Board of Trade has posted a notice calling attention of members to the rule which prohibits cross trading upon orders. It is pointed out that a member may not trade with himself, and that when he has orders to buy and sell at the same price he must actually execute both of the orders upon the market.

MINNEAPOLIS LETTER.

The Riegger Grain Co. will open offices in the Flour Exchange building.

Chas. T. Mears, of Itasca, has applied for membership in the Chamber of Commerce.

A membership in the Chamber of Commerce was transferred to George Reed Dec. 21.

The grain commission firm of Catlin, Spath & Strouts has sold its membership in the Chamber of Commerce and has retired from business.

A meeting of the creditors of the P. B. Mann-Anchor Co., bankrupt, was held before Alexander McCune, referee in bankruptcy, Dec. 22 to consider matters in connection with the affairs of the company.

Lawrence Gregory, of the Gregory-Jennison Co., has returned after several months' service driving an ambulance on the French front. He immediately enlisted in the railroad engineering corps of the U. S. army.

Thornton W. Hall has succeeded to the position of general manager of the St. Anthony & Dakota Elevator Co., made vacant by the death of C. A. Brown. Mr. Hall formerly was treasurer and assistant general manager. He is a man of broad training and is thoroughly versed in the grain business. He joined the company in 1893 as bookkeeper and remained in that capacity until 1896 when he was made assistant treasurer, later being made secretary and then taking the position he held at the death of Mr. Brown. G. K. Labatt has taken the position of treasurer, being promoted from assistant, and J. W. Farnham is made assistant treasurer.

Cleveland, Mo.—Edward Weller & Co. have purchased a motor truck for use in connection with their grain, flour and feed business.

Meta, Mo.—We are getting ready to build a new elvtr., for which we will need new machinery equipment.—Farmers Grain & Feed Co.

Slater, Mo.—The Slater Mill & Elvtr. Co. has erected a 125-ft. smokestack, and a warehouse for use in shelling corn is now being built.

Rich Hill, Mo.—The Peoples Elvtr. Co. has again opened its elvtr. for business, after having been closed temporarily because of the car shortage.

Butler, Mo.—J. Gerlach, of Bessie, Okla., has formed the J. Gerlach Grain Co. and has rented a warehouse and engaged in the grain business, with Harry Garrard as local mgr.

Rolla, Mo.—Schuman Bros. have placed their elvtr. in operation, after having increased its capacity by the addition of 5,000 bus. of storage. A new sheller has also been installed.

Cabool, Mo.—We have leased the 60,000-bu. elvtr. of the Bauch Mill & Electric Co. It is equipped with all necessary machinery for handling grain, in which business we are engaged.—Britton Feed Co.

Elmo, Mo.—At the present time we are using a corn crib and sheller in conducting our grain business, the shelled corn being loaded into cars, but we will build an elvtr. in the early spring.—Adkins Bros. Grain Co.

Butler, Mo.—Our power house was recently destroyed by fire, caused by overheated boiler walls. Loss about \$5,000, none of which was on grain. Will build a fire proof power house next summer. Have put up a temporary building.—Butler Roller Mills, H. M. Common, mgr.

St. Joseph, Mo.—James A. Helm, son of Geo. W. Helm, vice-pres. of the Grain Exchange, and Russel Cox, chief clerk for the Elwood Grain Co., have enlisted in the navy. The position vacated by Mr. Cox will be filled by Harry C. Shaw, who has been traveling freight agt. for the Big 4.

Calhoun, Mo.—We are building an 11,000-bu. elvtr. It is up-to-date, and the equipment includes B. S. Constant machinery, an oil engine, and Fairbanks Wagon and Hopper Scales. It will be ready for operation early in the new year. J. B. Davis is pres., G. F. Collision sec'y, and C. N. Richardson mgr. of this company.—Farmers Co-operative Co., C. N. Richardson.

Mound City, Mo.—The state public utilities commission has decided in favor of the Mound City Mill & Elvtr. Co. in its petition asking that the C. B. & Q. Ry. Co. be ordered to establish switching conveniences, but the railroad company has carried the case to the courts. It is probable that an agreement will be reached, and the switch built, the Mound City Mill & Elvtr. Co. to pay for it if the courts decide against it.

KANSAS CITY LETTER.

The annual election of the Board of Trade will be held Jan. 8.

Members of the Board of Trade have subscribed \$1,330 to the Halifax relief fund.

H. C. Sommers, who formerly traveled for the E. E. Roehen Grain Co., has been commissioned a first lieutenant of artillery in the army.

B. G. Chinn has resigned his position with the Orthwein-Matchette Co. and is now employed in the local office of James E. Bennett & Co., of Chicago.

Charles W. Avery, who has been in the grain trade here for several years, has been placed in charge of the Fort Worth, Tex., office of the Kemper Mill & Elvtr. Co.

The directors of the Board of Trade recently adopted a resolution prescribing restrictions on future trading in grain, the changes being similar to those recently enacted by the Chicago Board of Trade,

and pertaining especially to transferred trades.

I am again able to be on the job after having undergone a siege in a hospital at Topeka with blood poison in my left foot as a result of trying to get a size 13 foot into a size 11 shoe. It was only by good fortune that an amputation was avoided and I feel that I am lucky.—E. A. Sullivan.

The Board of Trade has appointed a com'te, of which Geo. H. Davis is chairman, to assist in conducting the Red Cross membership campaign. Each of the 6 floors of the Board of Trade building has been placed in charge of one man, who is expected to see that every one on his floor is enrolled.

E. R. Welch, who was serving his second term as sec'y of the Kansas City Traveling Grain Men's Ass'n, has resigned that position as he has left the service of the Wilser Grain Co. as a traveling representative and is now located at Atchison, Kan., where he is mgr. of the cash grain dept. of the Orthwein-Matchette Co.

A recent regulation by the Food Administration Grain Corporation permits No. 3 wheat of all kinds to sell for about 2c per bu. more than formerly. The price of No. 3 hard wheat now ranges from \$2.05 to \$2.15, while No. 2 remains at \$2.08 to \$2.16. On No. 3 red the range is from \$2.09 to \$2.11, and No. 2 from \$2.10 to \$2.12. Wild onion seed in wheat is now classed as dockage.

D. F. Piazek, local agent of the Food Administration Grain Corporation, announced in a recent bulletin that his office will furnish grain sample cans and tags to shippers at approximate cost, and that the containers will be returned to their owner when emptied. If, at the end of the season, the shipper has more cans than he needs the bulletin states that, upon their return to Mr. Piazek's office in good condition, credit will be given for them.

Joseph A. McLiney, of the Brodnax-McLiney Grain Co., recently sold his interest in the company to T. J. Brodnax, the pres. Owing to Mr. McLiney's retirement the company will go out of business Dec. 31, after having been engaged in the grain trade here for 25 years. The elvtr. at Memphis, Tenn., which has been operated under lease, will hereafter be operated by the Frisco Elvtrs. Co., of which Mr. Brodnax is pres. It is understood that T. F. McLiney, sec'y of the retiring company, will continue with the Frisco Elvtrs. Co. as a grain buyer and salesman.

ST. LOUIS LETTER.

Frank T. Washington, a former grain inspector for the Merchants Exchange, and at one time chief grain inspector for Missouri, died recently at Newport, Ky.

William L. Hull, one of the oldest members of the Merchants Exchange, and at one time a member of the firm of Boyd & Hull, died recently at the age of 79 years.

Charles P. Cummings, who was formerly with the M. D. King Mlg. Co., of Pittsfield, Ill., has been appointed a United States grain supervisor and is now acting as ass't to Phillip Rothrock.

On Dec. 12 the members of the Merchants Exchange voted on propositions to amend Rule XIII and to adopt amendments 15, 16 and 17 to Rule VIII, and each of the proposed changes was carried.

John J. O'Rourke, of Powell & O'Rourke, is seriously ill of pneumonia. It is believed that the attack was induced by exposure which he suffered while supervising construction on the new elvtr. and drier which the company is erecting.

The Merchants Exchange has tendered the use of its hall to the War Dep't for the quartering of soldiers. The rush of new recruits has overtaxed the facilities at Jefferson Barracks and it is believed that the Dep't will find the Exchange hall a suitable place to care for those for whom room cannot be found at the Barracks.

The traffic dep't of the Merchants Exchange has issued the following notice to members: Effective Jan. 3, the Wabash Railroad will put in an arrangement to absorb switching on grain coming from

Illinois points at East St. Louis and on grain coming from Missouri points at St. Louis, Mo. The territory from which the shipments must come in order to secure absorption at East St. Louis, is Harvel, Ill., and beyond and the territory in Missouri west of Wellsville.

MONTANA

Sweet Grass, Mont.—I am no longer in the grain business.—Thos. A. Halverson.

Forest Grove, Mont.—We will install a cleaner and grinder in our elvtr.—Equity Co-operative Ass'n, P. H. Praxel, mgr.

Glendive, Mont.—The elvtr. of the Glendive Mlg. Co. has been completed and placed in operation, and the mill is soon to be ready for work.

Verona, Mont.—C. O. Kreider, who was agt. for the State Elvtr. Co., has been transferred and placed in charge of the company's elvtr. at Ulm.

Ulm, Mont.—I have been transferred from Verona, where I was agt. for the State Elvtr. Co., to this place.—C. O. Kreider, agt., State Elvtr. Co.

Hobson, Mont.—Our 25,000-bu. elvtr. was opened for business some time ago, and our 150-bbl. mill started grinding Nov. 13.—Judith Mlg. Co., S. B. Fairbank, sec'y.

Logan, Mont.—D. M. Callahan, who was agt. for the Montana Central Elvtr. Co., has been transferred to Ronan, where he now has charge of the company's recently completed elvtr.

Ronan, Mont.—I have been transferred by the Montana Central Elvtr. Co., for whom I am agt., from Logan to this place. Stanley Searce has completed his 30,000-bu. elvtr.—D. M. Callahan.

Winnett, Mont.—Two elvtrs. are being built here. One is being built by the Western Lbr. & Grain Co., and the other by myself. The plants are practically completed and are in condition to receive grain.—T. E. Hegna.

NEBRASKA

Harbine, Neb.—I am now agt. for the Wright-Leet grain Co.—Dick Ommen.

Lincoln, Neb.—The Ewart Grain Co. is installing a Morris Grain Drier at its plant.

Harbine, Neb.—The Wright-Leet Grain Co. is building an addition to its corn crib.

Edgar, Neb.—Henry Welch, formerly of Blue Hill, is now mgr. for the Farmers Union Elvtr. Co.

Oshkosh, Neb.—Hershel Adkisson, formerly of Millerton, is now employed by the Farmers Elvtr. Co.

Firth, Neb.—The Nebraska Corn Mills is installing a new boiler in the power plant at its elvtr. and mill.

Arlington, Neb.—I will install a new engine as soon as arrangements can be made.—O. C. Roberts.

Davey, Neb.—I have succeeded C. B. Nance as mgr. for the Davey Co-operative Grain Co.—W. A. Milligan.

Greeley, Neb.—The Spalding Elvtr. Co. has amended its articles of incorporation, increasing its capital stock to \$25,000.

Madrid, Neb.—The elvtr. of Sells & Rector has been sold to the Madrid Farmers Elvtr. Co.—A. G. Rector, Holdrege.

Bayard, Neb.—The elvtr. formerly owned by Burke & Harpole is being overhauled and it will soon be ready for operation.

Spalding, Neb.—The Spalding Elvtr. Co., of which Will J. Lee is sec'y, has been incorporated with capital stock of \$25,000.

Angus, Neb.—The Borin Grain Co. incorporated; capital stock, \$25,000; incorporators, Charles and F. W. Borin and C. J. Harris.

Richfield, Neb.—H. W. Cockerill has bot the elvtr. of George Graham, and has retained Mr. Graham to manage the business for him.

Rockford, Neb.—Samuel J. Douglas, proprietor of the elvtr. at this place, was recently married to Miss Anna M. Stroh, of Fremont.

Platte Center, Neb.—The Farmers Elvtr. Co. is building a cement block warehouse between its office and elvtr. for use in storing flour.

Callaway, Neb.—The Callaway Elvtr. Co. has been organized with capital stock of \$10,000 to conduct a general grain, hay and feed business.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. has amended its articles of incorporation, changing its name to the United Electric Co.

Ashland, Neb.—Alvin Adams, formerly of Melia (Gretna p. o.), has bot an interest in the Ashland Elvtr. Co. and is now located at this place.

Weeping Water, Neb.—The Farmers Elvtr. Co., which was recently organized, has not decided whether an elvtr. will be built or purchased.—Geo. M. Domingo.

Pender, Neb.—Peter Christianson, of Blair, formerly mgr. for the Farmers Elvtr. Co. of Rosalie, has succeeded Mr. Wiltzie as mgr. for the Farmers Elvtr. Co. at this place.

Melia sta (Gretna p. o.), Neb.—The elvtr. of the J. M. Adams Grain Co. has been taken over by the Adams-White Co., of Omaha, and a man will be placed in charge of it.

Washington, Neb.—Roger Gorman, formerly agt. for the Nye-Schneider-Fowler Co. at Carlisle, has been transferred to this place and placed in charge of the company's elvtr.

Potter, Neb.—The Farmers Grain & Mlg. Co. is installing a 50-h.p. engine to operate its elvtr. and mill, and a dynamo will be installed to furnish electric current for lighting the plant.

Cedar Rapids, Neb.—I have resigned my position as mgr. for the Cedar Rapids Elvtr. Co., to become effective Jan. 1. I have not decided what I will do after that date.—C. H. Eckery.

Kearney, Neb.—We have built a 12-ft. stockade, surmounted by two charged wires, around our plant. It is also well lighted at night and a watchman is on guard.—Kearney Flour Mills.

Goehner, Neb.—The elvtr. of the Goehner Elvtr. Co. was compelled to suspend operations recently when the engine refused to work. An electric motor has since been installed to furnish the power.

Norfolk, Neb.—We have moved into our recently completed office, which is the best of its size in the state. We expect to build a new terminal elvtr. next year.—Farmers Grain & Live Stock Co.

Lawrence, Neb.—I am mgr. for Theo. Schultz, having charge of the elvtr. which he recently purchased from W. H. Hargle-road. I was formerly agt. for Mr. Schultz at Stoddard, Neb.—O. T. Brown.

Carlisle, Neb.—Roger Gorman, agt. for the Nye-Schneider-Fowler Co., has been transferred to Washington and placed in charge of the company's elvtr. Mr. Fowler, of Davenport, has succeeded him.

Elk Creek, Neb.—This company has succeeded C. M. Linn in the grain and live stock business, Ben Hall, formerly agt. for Mr. Linn, having been retained by us as mgr.—Farmers Co-operative Ass'n.

Rising City, Neb.—This company, which is composed of C. B. Barker and O. A. Wickert, has bot the elvtr. of the Dawson Grain Co. We have remodeled the plant, installing new scales and a new dump. O. A. Wickert is in charge as buyer.—O. A. Wickert & Co.

Ord, Neb.—Jay Hamilton, who has been agt. for the T. B. Hord Grain Co. for several years, has resigned and is now located at La Junta, Colo., where he is engaged in railroad work. Archie Berger has succeeded him in charge of the elvtr. at this place.

Rockford, Neb.—The Farmers Union Co-operative Ass'n has been organized with capital stock of \$25,000, \$6,000 of which is paid up. P. R. Frerichs is pres., and F. C. Schultz is sec'y of the company. The company plans to buy or build an elvtr. and to engage in the grain, live stock and coal business.

Arlington, Neb.—H. C. Rurup, who was pres., treas. and mgr. of the Arlington Lbr. & Grain Co., has joined the colors and the company's business has been taken over by the Octavia Lbr. & Grain Co., of Octavia, with H. L. Gaskill as local mgr.—O. C. Roberts.

Valley, Neb.—The report that Whitmore Bros. have sold their elvtr. to this company is incorrect, as we have owned the elvtr. for 17 years, and Whitmore Bros. do not own, nor have they ever owned, an elvtr.—Valley Stock Yards & Grain Co., B. C. Whitmore, gen'l mgr.

Schubert, Neb.—The elvtr. for which E. C. Rhodes recently let contract to the Birchard Construction Co. is practically completed. Mr. Rhodes has sold the plant to Frederick Mayer, of South Auburn, and it will be operated as the Mayer Elvtr. with J. A. Mayer, who has charge of an elvtr. at Stella, in charge. The capacity of the house is 15,000 bus.

Orleans, Neb.—An attempt was made recently to burn the elvtr. of S. Richards. kerosene and other combustibles being used. The attempt failed and bloodhounds were used in an effort to locate the guilty person. The dogs went to the house of a Mexican section laborer, who was questioned by an attorney. It was impossible to secure any convincing evidence against the man and he was liberated.

OMAHA LETTER.

A service flag has been presented to the Grain Exchange by E. C. Twamley. Thirty-eight men connected with the Exchange have entered military service.

Thomas Mahoney, who was formerly chief clerk in the inspection and weighing dept. of the Exchange, was commissioned a first lieutenant after training at Fort Snelling.

A diamond ring, valued at \$800, and \$32 in money, were stolen from the vault of the Carlisle Grain Co. recently. The ring and money were the property of R. G. Stevens, the company's cashier.

Members of the Grain Exchange have each subscribed \$5 to a fund which is to be used in purchasing Christmas gifts for the 38 men who have gone from the service of members of the Exchange to enter the army or navy.

Brinkley Evans, of the Dawson Grain Co., and a member of the Grain Exchange, has enlisted in the aviation corps of the army and is now at San Antonio, Tex., taking training. At the time of his departure he was presented with a wrist watch by his friends of the Exchange as a token of their appreciation of his patriotism and their friendship for him. Pres. J. A. Linderholm made the presentation speech.

NEVADA

Tuscarora, Nev.—The Holden M. & M. Co., which was recently reported as building a milling plant at this place, is a mining company, and the plant will be for treating ores. The company does not deal in grain.—P.

NEW ENGLAND

New Britain, Conn.—I have bot the grain business of the estate of T. A. Stanley.—Frank Pearl.

Litchfield, Conn.—A final judgment of dissolution has been entered for the Litchfield Grain Co., Frank H. Turkington being named as receiver.

Buzzards Bay, Mass.—The Buzzards Bay Grain Co. incorporated; capital stock \$40,000; incorporators, Walter S. Delano, Marion, pres.; E. A. MacMaster; and E. L. Delano.

Springfield, Mass.—The Dexter Root Co. incorporated to deal in grain, coal, lumber and cement; capital stock, \$30,000; incorporators, Wralf B. Farnsworth, William G. Tait and Joseph B. Markham.

Woonsocket, R. I.—The A. Mowry Co. will build a 3-story frame elevator, 30 x 100 feet. The Sprout, Waldron Co. has furnished the plans for the plant, which will probably not be built until spring.

Ashland, Mass.—The Craig & Howe Co. has been incorporated to deal in grain, flour, feed, hay, and other commodities; capital stock, \$10,000; incorporators, P. E. Craig, N. C. Howe and William L. Waldron.

Concord, Mass.—The Brown Grain Co. incorporated; capital stock, \$75,000; incorporators, Charles M. Cox, Melrose; Herbert L. Hammond, West Roxbury; John E. Peakes, Cambridge; Aaron Smith and Grace L. Phillips, Boston.

Narragansett Pier, R. I.—The fire which recently destroyed our 5,000-bu. elvtr. started from an unknown cause in the planing mill and spread to the elvtr. We will probably rebuild. The loss on grain was about \$3,500.—The J. C. Tucker Co.

BOSTON LETTER.

Frank A. Coles, of Middletown, Conn., and Charles Parker Washburn, Jr., have applied for membership in the Chamber of Commerce.

Ernest E. Combs, of the Oscar Holway Co., Portland, Me., and Albert A. Keene have been admitted to membership in the Chamber of Commerce.—S.

William D. Fulton was re-elected chairman and Albert K. Tapper was elected vice-chairman of the grain board of the Chamber of Commerce at the meeting held Dec. 7.

At the annual meeting of the grain board of the Chamber of Commerce Dec. 5 the following members of the executive com'te were elected: William D. Fulton, Paul L. Hackell, Herbert L. Hammond, Benjamin G. Hudnut, James T. Knowles, A. S. Macdonald, Edward MacLeod, Richard E. Pope, Charles A. Rache, Walter E. Smith, A. K. Tapper and H. P. Van DeBogert.

For the purpose of securing the utmost co-operation between the National Food Administration and the grain dealers of New England the Food Control Com'te of the Grain Board of the Chamber of Commerce has been authorized to enlarge its membership and to increase its powers as deemed necessary. At a meeting held Dec. 18 steps were taken to launch a membership campaign among the dealers thruout the section and arrangements are under way for a meeting of wholesale and retail dealers at an early date for the purpose of discussing the matter and working out ways and means of making the work of the new com'te more effective. At the meeting Dec. 18 resolutions were adopted pledging support to the Grain Board in its efforts to assist the Food Administration. The following men compose the Food Control Com'te of the Grain Board: F. J. Ludwald, chairman; P. L. Hackel, A. S. McDonald, A. I. Merigold and A. K. Tapper.—S.

NEW MEXICO

Clovis, N. M.—The new mill and elvtr. of the Clovis Mill & Elvtr. Co. has been completed and is now in operation.

NEW YORK

Waterloo, N. Y.—Pratz, Kime & Pratz incorporated to deal in grain, hay and coal; capital stock, \$100,000; incorporators, William and C. H. Pratz and W. C. Kime.

LeRoy, N. Y.—The elvtr. and mill of the LeRoy Flour Mill has been closed after having been in continuous operation since 1822. It was built by Jacob LeRoy, the founder of the town, the elvtr. having a capacity of 15,000 bus. The plant has been bot by an electric light company, and will be converted into a power sub-station.

BUFFALO LETTER.

Samuel O. Hall, formerly pres. of the Hall Feed & Grain Co., has been commissioned a first lieutenant in the army.

The Buffalo Cereal Co., the Export Elvtr. Co. and the Armour Grain Co. have opened offices on the 13th floor of the Chamber of Commerce building. The woodwork and furnishings of the offices are of mahogany and the rooms present an attractive appearance.

Fire in the power room of the American Malting Co.'s plant Dec. 2 caused considerable damage and necessitated the suspension of operations at the malthouse for a short time.

The work of unloading grain carrying vessels which were in the harbor Dec. 8 was suspended for some time because of the severe storm which began on that day and lasted for several days.

A com'te, composed of A. B. Black, Fred Ogden and John Rammacher, has been appointed by the Food Administration Grain Corporation to determine the discounts on wheat below the grade of No. 2.

NEW YORK LETTER.

W. E. Pritchard, of Pritchard & Son, has enlisted in the Naval Reserve, and has been appointed chief yeoman.

C. W. Forbes has resigned his position with the local office of E. W. Wagner & Co., of Chicago, to become mgr. of the office of E. Lowitz & Co. in this city.

H. W. Bienenstok, who has represented Simons, Day & Co., of Chicago, on the Produce Exchange for the past few months, has severed his connection with that firm.

Robert E. Annin, a member of the Produce Exchange and a former vice-pres. of the organization, is now with the Cosmopolitan Shipping Co., Inc., and will have charge of the company's sailing vessel dep't.

The service flag of the Produce Exchange is suspended from the large colored glass skylight in the center of the trading room. The flag contains 160 stars, representing an equal number of men connected with the Exchange who have entered the country's service.

Frank M. Williams, state engineer and surveyor, recently issued a statement in which he said that a terminal elvtr. at Gowanus Bay is necessary in order that the Barge Canal may become of its greatest possible usefulness, and he urged that it be built, declaring that it is of sufficient importance to warrant the building of the elvtr. by the government, as it will be both a war and an economic measure.

NORTH DAKOTA

Mandan, N. D.—A. P. Gray has been elected sec'y-mgr. of the Farmers Elvtr. Co., and succeeds the late S. W. Unkenholz as gen'l mgr. of the company.

Brittin, N. D.—Geo. Morrison is pres., F. E. Galloway sec'y and Tim Stafslie is mgr. of this company, which was recently incorporated.—Farmers Equity Union.

Tilden sta. (Brinsmade p. o.), N. D.—The elvtr. of E. Bussbahl, for whom I was agt., has been closed because of poor crops, and I am out of the grain business.—T. J. Cocking.

Bismarck, N. D.—G. H. Sawyer, agt. the Victoria Elvtr. Co., Roach; R. L. Olson, agt. the Victoria Elvtr. Co., Berthold; R. A. Rasmussen, Palermo; H. Arnold, of the Arnold Elvtr. Co., Stanley; and N. G. Nelson, of the Nelson Grain Co., Stanley, the five North Dakota elvtr. mgrs. cited by J. A. McGovern, state grain inspector, for alleged unfair grading of grain, proved to the satisfaction of the railroad com'isn that if there had been any misgrading it was because of error only, and there was no attempt to deal unfairly, and their licenses as inspectors were not revoked. The com'isn stated that it does not deem the errors in grading of sufficient gravity to warrant cancellation of the licenses.

OIHO

Bowersville, O.—D. L. Early has leased the elvtr. of the Xenia Grain Co.

Pleasant Hill, O.—A Hess Grain Drier has been installed in the elvtr. of Myers & Patty.

Jackson Center, O.—We have bot the elvtr. of Kirby Threlkeld, taking possession Nov. 30. Shirl Miller will be local mgr., but the selling will be done thru our Celina office.—The Buckland Mfg. Co., Celina.

Metamora, O.—The Metamora Elvtr. Co. has increased its capital stock from \$10,000 to \$20,000.

Mt. Cory, O.—I have resigned as mgr. for the Farmers Elvtr. & Exchange Co., W. H. Hockstetter succeeding me.—V. M. Woolley.

Scott's Crossing (Delphos p. o.), O.—Farmers of this community contemplate organizing a company to build and operate an elvtr.

Five Points, O.—The elvtr. of the Dyke Equity Exchange Co. has been completed and is now in operation with J. O. Bally as mgr.

Canton, O.—We have opened a brokerage and commission office, and will handle grain, feed and hay in carlots.—Canton Grain Co.

Sabina, O.—We have sold our elvtrs. at Selden and Glendon, but will continue to operate the house at this place.—W. D. Rapp & Son.

Lima, O.—T. P. Riddle & Co. now have government orders for hay in excess of 8,000,000 lbs., and are also supplying many camps with straw.

Snyderville sta. (Springfield p. o.), O.—The postoffice at this station has been discontinued, and mail is now received thru Springfield. H. S. Rutt is the local grain dealer.

Buckland, O.—The report that F. J. Reinhart is in the grain business at this place is incorrect, the elvtr. being owned and operated by Detjen & Schultz.—The Detjen Grain Co., New Knoxville.

Bellefontaine, O.—In addition to our elvtr. we operate a 500-bbl. flour mill, and a 200-bbl. corn mill. Robt. Colton is pres., Edwin M. Colton vice-pres., and Alfred S. Colton, sec'y-treas. of this company.—The Colton Bros. Co.

Maple Grove, O.—Our 16,000-bu. iron clad elvtr. is complete and ready for operation. In addition to grain and seeds we handle flour, feed, coal, posts, fencing, salt, etc.—The Maple Grove Farmers Elvtr. Co., D. G. Adelsperger, mgr.

Cleveland, O.—The elvtr. of the Cleveland Grain Co. was endangered by fire on the night of Dec. 8 when a nearby box factory burned. Sparks showered on the elvtr. but firemen were able to prevent the fire from gaining a start.

Glendon sta. (Selden p. o.), O.—The elvtr. which was recently purchased from Rapp & Son will be operated by the McDonald Co., which is now being incorporated with capital stock of \$10,000. Some changes will be made in the plant to place it in first class condition.—M. McDonald, Washington C. H.

Selden, O.—The elvtr. which was recently purchased by Mrs. Mary McDonald from Rapp & Son will be operated by a company which is now being formed and which will be known as the McDonald Co. The capital stock will be \$10,000. The plant will be improved and put in first class condition.—M. McDonald, Washington C. H.

Greenville, O.—J. P. Teegarden, of Woodington, a member of the firm of Teegarden & Mendenhall, who operate an elvtr. at this place, was recently stricken with paralysis while standing at the ticket window of a railway station where he had purchased tickets for Florida. Mr. and Mrs. were preparing to spend the winter in the South.

Condit, O.—We have bot and taken possession of the grain, hardware, and building material business of F. L. Sale. We will remodel the elvtr., installing a grain cleaner, engine, belting, shafting, pulleys, elvtr. boots and heads, man lift, wagon scales and loading equipment. The business will be conducted in our name.—T. D. Updike & Son, Centerburg.

Van Wert, O.—We have purchased and taken possession of the business of the Pierce Grain & Hay Co. We will do a wholesale and retail business in grain, flour, feed and hay. This company is composed of F. D. Brandt, who recently sold the elvtr. which he had operated here for some time to the Farmers Elvtr. Co., and

Chas. Hollerbaugh, who is now mgr. for the Cavett Equity Exchange, Cavett. We are installing a drier at our elvtr. to take care of this year's corn crop.—Brandt & Hollerbaugh.

CINCINNATI LETTER.

Raymond H. Ossenbeck, of the Early & Daniel Co., has made application for membership in the Chamber of Commerce.

John T. Woesten, who had been in the grain and provision brokerage business for 40 years, died Dec. 18 at the age of 69 years.

Oliver Muchmore, formerly with the Richter Grain Co., is with the Quartermaster Dep't of the Army. His friends on the Grain & Hay Exchange presented him with a wrist watch at the time of his enlistment.

The directors of the Grain and Hay Exchange of the Chamber of Commerce have denied all privileges of the exchange to the Stafford Grain Co. for a period of 30 days, and for the period of 6 months the company will not be permitted to use the facilities of the Exchange for the handling of wheat for its account. The action followed the recent charges made against John R. Stafford, of the Stafford Grain Co., in which it was alleged that he sold a carload of wheat to a member of the Exchange as No. 2 wheat after it had been graded No. 4 by the inspection dep't of the Chamber of Commerce; and that 1/2 of the grain had been removed from the car after the first inspection was made, cleaned and treated, then reloaded into the car and sold as charged in the complaint.

TOLEDO LETTER.

Miss Dorothy Mayer, the daughter of Mr. and Mrs. Fred Mayer, was married to Mr. George M. Close, Jr., on Dec. 12 at Toledo. As Dorothy Mayer she has endeared herself to the host of friends of her popular father at the grain dealers convention. We wish Mr. and Mrs. Close long lives of happiness, love and achievements.

Trading in corn and oat futures in Toledo was discontinued last Friday. This was because of the fact that there was practically no stock of corn or oats here, and trading had fallen to such small proportions that it was necessary to bid the market up quite a bit to fill a buying order, and very frequently depress it, in making sales, all of which was certainly not fair to the party sending the order. In other words, Toledo thinks more of keeping her friends, than of rendering service that might not be at all satisfactory. No doubt, trading will be resumed when conditions change.—J. F. Zahm & Co.

OKLAHOMA

Nowata, Okla.—A Mr. Pearsaul has accepted a position in the elvtr. of A. D. Young.

Watonga, Okla.—The Wheeler Grain Co. is now handling coal in connection with its grain business.

Alva, Okla.—The Farmers Co-operative Ass'n, of which S. Shelby is mgr., has made improvements to its elvtr. which almost doubled its storage capacity.

Beaver, Okla.—The C. M. Light Grain Co. has improved its elvtr., and a 16-car warehouse has been erected for the storage of flour, feed, seed, and other sacked products.

Ninnekah, Okla.—The Ninnekah Grain & Lbr. Co. incorporated; capital stock, \$10,000; incorporators, D. H. Stephens, Ninnekah, S. A. Forsyth, Norgo, and M. F. Ikard, Chickasha.

Piper Spur (Fairview p. o.), Okla.—I have sold my elvtr., which until recently was leased to the Stevens-Scott Grain Co., of Wichita, Kan., to W. B. Johnston, of Enid.—J. N. Voorhees.

Fairview, Okla.—I have leased my elvtr. to the Stevens-Scott Grain Co., of Wichita, Kan., and I am now buying for that company. The Bowersock Mill & Power Co., of Lawrence, Kan., has bot the elvtr. of P. Berry, and Mr. Berry has been retained as buyer.—J. N. Voorhees.

Chelsea, Okla.—The Oklahoma Grain Co. incorporated; capital stock, \$100,000; incorporators, J. D. Green and M. H. Ecker, Chelsea, and O. F. Sheppard, Norman.

Durant, Okla.—We have purchased a site and will begin the erection of a new elvtr. and corn milling plant soon after the first of the year. Storage capacity not less than 150,000 bus., and milling capacity from 500 to 600 bbls. and 3,000 sacks of feed per day. The plant will be fireproof thruout, and will be located accessible to the 3 railroads entering this city.—Durant Grain & Elvtr. Co.

Blackwell, Okla.—Elvtr. "B" of the Blackwell Mill & Elvtr. Co. burned early Dec. 12 with a loss of about \$100,000. The elvtr. was a frame structure and at the time of the fire contained about 30,000 bus. of wheat and 5,000 bus. of corn. The cause of the fire is unknown. The Blackwell Mill & Elvtr. Co. has bot the elvtr. of the Larabee Flour Mills corporation. The company will rebuild the elvtr. that was destroyed by fire, the new plant comprising an elvtr. and corn mill. It will be fireproof and will cost \$100,000.

OREGON

Portland, Ore.—Rapid progress is being made on the construction of the municipal terminal elvtr. The site has been cleared and about 200,000 cubic yards have been dredged from the basin in front of the property and deposited on the upland. Preparations have been made for driving the piling for the 1,000,000-bu. structure, and steel for the superstructure is now being received.

PENNSYLVANIA

Philadelphia, Pa.—Captain John O. Foering, for many years chief grain inspector of the Commercial Exchange, has resigned. Alexander Downing will serve as acting chief inspector until the position is officially filled by the board of directors. Captain Foering has been identified with the grain trade in this market for more than 50 years. From 1867 to 1877 he was sup't of the Washington Street Elvtr., and from the latter year until 1902 he was chief inspector for the Exchange. In 1902 he retired, but at the request of the Exchange he took up the duties of the chief inspector's office again in 1911, retaining the position until his resignation Dec. 1. In appreciation and recognition of the long and faithful service which he had rendered Capt. Foering was retired on pension by the Exchange.

SOUTH DAKOTA

Letcher, S. D.—I am now mgr. for the Farmers Elvtr. Co.—E. O. Thompson.

Alpena, S. D.—The Farmers Elvtr. Co. has added a moisture tester to its equipment.

Mission Hill, S. D.—C. S. Hanson is now buyer for the King Elvtr. Co., succeeding his son, Clarence, who expects to enlist in the marines.

Lemmon, S. D.—The Lemmon Farmers Equity Exchange will build a \$10,000 elvtr. in the spring to replace the one which was recently destroyed by fire.

Mitchell, S. D.—Armed members of the state home guards are now patrolling the elevator district as a precaution against the operations of the arson gang which is believed to have caused practically all of the recent elevator fires in this state.

Aberdeen, S. D.—C. D. Kennedy, county chairman of the state council of defense, announced recently that every elvtr. in the county is now being guarded day and night, and plans for guarding elvtrs. thruout the state were taken up at a conference held recently.

Lemmon, S. D.—We will build an up-to-date elvtr. in the early spring to replace the house which recently burned. Contract has been let to T. E. Ibberson. It is also reported that the Western Lbr. & Grain Co. will rebuild next spring.—Lemmon Equity Exchange, Leon A. Potter, mgr.

Highmore, S. D.—The Highmore Protective Ass'n has been formed for the purpose of guarding the elvtrs. at this place. Sheriff Grove Taylor is pres. of the organization, which has a membership of about 100, each of whom has been made a special officer by the city council. The members will take turns as guards.

Redfield, S. D.—The flour and feed storage building of the Redfield Flour Mill, which is operated by this company, was burned on the night of Nov. 12, the cause being unknown. It contained 900 bbls. of flour and 20 tons of mill feed, about half of which was salvaged. The building is being rebuilt.—Geo. C. Christian Co.

Bruce, S. D.—We have reorganized our company on the co-operative plan, the capital stock now being \$25,000. A number of new stockholders have been admitted. L. L. Workman is pres. and Armand Thompson sec'y of the company. We repainted our elvtr. during the summer, and expect to make extensive improvements next year; our plans including a new office, coal shed and machinery shed and an addition to the elvtr. to increase its capacity about 20,000 bus.—Farmers Co-operative Co., Lars Larson, mgr.

Aberdeen, S. D.—Investigation of the ruins of the elvtr. and warehouse of the Freeman-Bain Co., and the questioning of the watchmen who were on guard at the plant at the time it was destroyed by fire, have failed to disclose the cause of the blaze. It is said to appear that the fire originated in the warehouse, and that it may have been due to a short circuit in some of the wiring; or that it may have started in the furnace room, altho the latter had been visited by a watchman within the half hour before the fire was discovered, and at that time nothing was wrong.

SOUTHEAST

Richmond, Va.—Aubrey Hawkins, mgr. for J. R. Cary, was married Dec. 22 to Miss Agnes Taylor at The Elms, Wake Forest, N. C.

Cairo, Ga.—We hope to have our 17,000-bu. elvtr. ready for operation by Jan. 10. Its equipment is up-to-date, including a corn husker and shuck baler. Thomas Wight is pres., and Walter L. Wight sec'y-treas. and gen'l mgr. of this company.—Cairo Mill & Elvtr. Co., Walter L. Wight.

Monticello, Fla.—Our elvtr. has storage capacity for 15,000 bus., the handling capacity being 1,000 bus. per hour. We are installing a 300-bu. per hour shuck sheller, and a grinder for grinding corn, velvet beans, etc. John Pasco is pres. and L. Majewski sec'y of this company.—Jefferson County Products Co.

Mobile, Ala.—The 250,000-bu. elvtr. of the Mobile & Ohio railroad, which has been idle for the past 10 years, will be overhauled, and new machinery installed, and it will again be placed in operation. The work will be started as soon as men and materials can be obtained. Electric power will be used to operate the plant.

Okolona, Miss.—The elvtr. owned by Myer Bros., of Meridian, and operated by the McInnis Grain & Elvtr. Co., was destroyed by fire recently. The plant was erected last fall, and it is believed that the fire was caused by defective wiring, the elvtr. being in operation when the blaze was discovered. A large quantity of ear and shelled corn was burned.

TENNESSEE

Nashville, Tenn.—John C. Bennett, sec'y of the Grain Exchange, has received a message stating that his son, Lieut. John C. Bennett, Jr., has arrived safely in France.

Lewisburg, Tenn.—O. T. Bryant, who for a number of years was engaged in the grain business here under the name of the Lewisburg Grain Co., died Dec. 11 at Nashville after a brief illness. Mr. Bryant sold his business to the Lewisburg Mill & Elvtr. Co. a few months ago and at the time of his death he was conducting a grain business under the name of Bryant & Moore.

Memphis, Tenn.—J. W. Sykes, Jr., mgr. of the mixed feed dep't of the Buckeye Cotton Oil Co., and W. N. Sloan, mgr. of the grain dep't of the East St. Louis Cotton Oil Co., have applied for membership in the Merchants Exchange. Mr. Sloan has bot the membership of Charles W. Kolp.

Waverly, Tenn.—The corn handling plant of the Waverly Grain Co. has been completed and is now in operation. The elvtr. is up-to-date, its equipment including a sheller having a capacity of 1,000 bus. per hour, and an automatic scale. J. D. Porch is mgr. for the company.

Memphis, Tenn.—Statements prepared by J. B. McGinnis, ass't freight traffic commissioner of the Merchants Exchange, have been filed with the state railroad commission in support of the complaint made by the Exchange against the L. & N. and N. C. & St. L. railroads, in which it is alleged that rates on corn shipped over those roads to Memphis are higher than rates on other roads entering this city and are discriminatory in favor of Nashville. The Exchange asks that the rates be made equitable.

TEXAS

Fort Worth, Tex.—The Western Grain Co. is building a 500-bbl. corn mill.

Munday, Tex.—The Knox County Elvtr. Co., which sold its plant some time ago, has been dissolved.

Galveston, Tex.—The capital stock of the Texas Star Flour Mills has been increased from \$500,000 to \$1,500,000.

Ft. Worth, Tex.—Charles W. Avery, of Kansas City, has been placed in charge of the local office of the Kemper Mill & Elvtr. Co.

Mansfield, Tex.—The Mansfield Mill & Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, E. R. Holland, W. T. Hudson and W. H. Bacon.

El Campo, Tex.—J. Weaver has let contract for the erection of a new warehouse. It will be built of brick, and will be about the same size as his present house.

Dallas, Tex.—The Morton Mfg. Co. has been incorporated to engage in the grain and milling business; capital stock, \$500,000; incorporators, Perry Burrus, F. B. Pope and L. A. Scott.

Ft. Worth, Tex.—H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, left Dec. 6 for Macon, Ga., where he will serve as arbitrator in several cases of dispute that have arisen between grain dealers because of the inspection of shipments of grain.

Crowell, Tex.—We are building a warehouse. Electric motors were recently installed to furnish power for our mill, and we have ordered a steel roll corn mill which we hope to have in operation soon. The recent report that the Crowell Mill & Elvtr. Co. is making improvements in its plant is incorrect.—Bell Grain Co.

Midlothian, Tex.—An attempt was made on the night of Nov. 25 to burn the elvtr. of the Midlothian Mfg. Co., of which R. W. Dillard is mgr. The night watchman fired at a man whom he saw running from the building, and a small fire began blazing at about the same time. The fire was extinguished before it had gained headway.

Lancaster, Tex.—It is believed that an attempt was made recently to blow up the elvtr. of the Lancaster Grain Co. by a man who was seen loitering about the plant. Shortly after he was seen 2 fine copper wires were found strung from the building, and it is thought that the wires were to have been used to furnish an electrical connection for setting off some kind of explosive charge.

WASHINGTON

Seattle, Wash.—Additional tanks have been added to the elvtr. of the Chas. H. Lilly Co., increasing the storage capacity 120,000 bus.

American Lake, Wash.—For the purpose of storing feed grains for the 7,000 animals at the remount depot, the government will build 2 elvtrs. at Camp Lewis.

Tacoma, Wash.—Work on the construction of the 500,000-bu. reinforced concrete elvtr. of the Sperry Flour Co. will begin in January, according to an announcement made Dec. 10 by John D. Armstrong, the company's mgr.

Vancouver, Wash.—The Northern Grain & Warehouse Co., of Portland, has bot the interest of E. L. Bashford in the Vancouver Flour Mills plant, including both the milling and grain business. D. G. Leitch is in charge for the new owner.

Seattle, Wash.—The state inspection dep't has been instructed by the public service com'n to note on certificates of inspection the percentage of wild oats, stain, damaged grains and inseparable foreign material, and the test weight of barley grading under No. 4.

Cheney, Wash.—F. M. Martin is pres. and C. D. Martin sec'y and mgr. of this company. We operate a 75,000-bu. elvtr. and a mill on the N. P. R. R. We contemplate constructing a 500-bbl. addition to our mill as soon as the machinery arrives.—The F. M. Martin Grain & Mfg. Co.

Spokane, Wash.—An effort is being made to arrange for a meeting of grain dealers and farmers in this city on Feb. 20 to discuss the question of handling grain in bulk next year. It is believed that the shortage of bags will be much more serious next season than it was during the past season and it is realized that if the grain is to be handled in bulk the preparations must be started soon.

UTAH

Ogden, Utah.—The Ogden Bonded Elvtr. incorporated; capital stock, \$1,000; incorporators, M. S. Browning, pres., Marriner Browning, sec'y-treas., and others.

WISCONSIN

Osseo, Wis.—I am just starting in the grain business.—P. N. LaBlanc.

Eau Claire, Wis.—We expect to build an addition to our elvtr. in the spring, but not before that time.—Red Front Flour & Feed Co.

Whitehall, Wis.—The elvtr. of Nelson & Larson was damaged to the extent of about \$750 by fire recently. The greater portion of the damage was caused by smoke and water.

Ripon, Wis.—The Ripon Mills Co. incorporated to take over the business of the Ripon Roller Mills and to deal in grain and other products; capital stock, \$30,000; incorporators, H. O. Clare J. and Florence S. Nash.

Beaver Dam, Wis.—I have not disposed of my business, which is still being conducted as the Peachey Elvtr., and my father will take charge of it for me. I expect to leave soon for Camp Grant to enter the army.—L. A. Peachey.

La Crosse, Wis.—The elvtr. of the C. M. & St. P. Ry. was burned Dec. 17 with a loss of about \$5,000. This elvtr. was at one time operated by the Cargill Elvtr. Co., later by the Hyde Grain Co., and in recent years it has been known as the Hyde Elvtr. It was erected in 1870 and was the last relic of the days when La Crosse was one of the grain centers of the northwest. The origin of the fire is unknown, but it is believed to have been caused either by sparks from a yard locomotive or by tramps. A fleet of government barges, held fast in the river by the ice, was endangered by the fire, but firemen were able to prevent the flames from gaining a start upon them. There was no grain in the elvtr.

MILWAUKEE LETTER.

The Armour Grain Co. will build a coal conveyor to cost \$7,800 at its plant at Cherry and Commerce streets.

William C. Mitchell and Benjamin M. Weil have been elected to membership in the Chamber of Commerce.

The plant of the National Distilling Co. will be overhauled and changed to provide for the manufacture of grain alcohol, vinegar, etc. It was formerly one of the largest whisky distilleries in the northwest.

Geo. A. Schroeder, traffic expert for the Chamber of Commerce, was in Washington recently to confer with the Food Administration and the Railroad War Board to urge that empty cars be rushed west to take care of the grain movement.

A com'te appointed by Pres. H. W. Ladish of the Chamber of Commerce is engaged in soliciting subscriptions to the fund for the relief of the families of the police officers who were killed when a bomb wrecked the Central police station Nov. 24.

The com'te of the Chamber of Commerce which was appointed to solicit funds to be used in building a gymnasium at Camp Custer, Battle Creek, Mich., has received \$1,120 from members of the Exchange and this has been turned over to those who have charge of the work for this state.

The Freight Bureau of the Chamber of Commerce has asked that reports be made to it of the point of origin and name of shipper on all cars that are not loaded to capacity. Request is also made that disposition or switching orders be given within 24 hours if possible, and that the time be never allowed to run over 48 hours.

WYOMING

Powell, Wyo.—I have completed a 35,000-bu. elvtr. It is equipped with an attrition mill, cleaner, and other up-to-date machinery.—A. D. Pearson.

Pine Bluffs, Wyo.—The Lexington Mfg. Co. has rented one of the elvtrs. owned by this company and is engaged in buying grain.—Pine Bluffs Farmers Clearing House.

I CANNOT get along without the Grain Dealers Journal.—E. Blankenburg, Henry, S. D.

I COULD NOT do without the Grain Dealers Journal.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co., Hecla, S. D.

PETER EBB, a dealer of Mineola, N. Y., secured a verdict for \$3,260 in his suit against the New York Central Railroad Co. for damages for failure to furnish sufficient cars for loading hay during the fall of 1907 and spring of 1908.

DID you get a chance to see yourself in one of Boyd's mirrors? If you do not like the face of the reminder, turn the mirror over and you will like the nifty appearance of the reverse. You will find, also, that Old Glory looks well wherever, with whatever and however displayed. This is sent out by the Bert A. Boyd Grain Co., Indianapolis, with a biography of the principal.

Out of scanty stores, solely needed by its allies, the United States has released 40,000 tons of oats and corn, about ten shiploads, to the starving people of Finland. Shipment will be made as soon as Commissioner Dr. Kaarl Ignatius can get his ships loaded. America's War Board will send an agent to Sweden to investigate conditions among the Finns and to make sure that this aid will not accrue to the benefit of Germany.

MUCH of the government work is being done at a great loss to the government. The "cost plus profit" method is held responsible. Instead of work efficiently the men slack. That is precisely how the principle of not letting anybody make anything out of the war is operating today in many of the immense government contracts. The government foots the bill, which is to say that the taxpayer foots it. The latter is swindled, labor is demoralized, and the entire body politic is subjected to the operations of a governmental system whose tendency is toward corruption instead of toward national integrity.—*American Economist.*

Grain Carriers

OREANA, ILL.—The Oreana Grain Co. has ordered one box car from the Central Locomotive & Car Works.

THE CANADIAN PACIFIC has embargoed Alberta wheat shipments to Fort William and Port Arthur, Ont., and will load to mills only.

ONE HUNDRED LOCOMOTIVES have been transferred from western lines to eastern roads, the transfer being effected in about a week after the order was issued.

THE MID WEST GRAIN CO., St. Joseph, Mo., has brot suit against the C., R. I. & P. R. R. Co. to recover \$3,106 damages for the loss of a car of wheat.

THE LARGEST grain cargo out of Milwaukee was loaded into the steamer David Z. Norton recently at St. Paul Elevator A, and amounted to 430,000 bus. of oats.

THE NEW YORK CENTRAL'S tariff making allowances for grain doors as required by the New York Public Utilities Commission has been approved by the Interstate Commerce Commission.

AN EMBARGO on domestic wheat, consigned or reconsigned to Baltimore, except wheat consigned to the government or authorized by C. S. Wight, has been declared by the Baltimore & Ohio.

DAILY REPORTS on cars furnished for shipment of grain and hay and the number loaded and moved have been requested by the Nebraska State Railway Commission of all roads operating in the state.

EASTERN ROADS have been ordered to return to western lines 17,000 box cars. The good news was contained in a telegram from J. J. Stream, vice president of the Food Administration Grain Corporation.

TARIFFS, filed by important railroads east of the Mississippi, increasing lake and rail rates to the level of all rail rates have been suspended by the Interstate Commerce Commission until April 4, pending an investigation.

THE INTERSTATE Commerce Commission has been asked by the L. & N. Ry. to grant permission for the filing of a tariff withdrawing the $\frac{1}{4}$ c per bu. elevation allowance on less than carload grain at Ohio river crossings and Nashville, Tenn.

A FURTHER suspension of the eastern commodity rate case is announced by the Interstate Commerce Commission. This case will be consolidated with the pending 15 percent case and the two will be taken up for reconsideration June 30, next.

EMBARGOS on corn and oats into and through the middle west have been lifted by order of the Food Administration. Millers are warned not to ship grain in excess of actual requirements. If this course is not taken it may be necessary to renew the embargoes, originally declared Dec. 8.

UNFILLED ORDERS for cars Nov. 1 amounted to 140,012 cars, an increase of 25,104 over the same time last year. Of the total called for only 97,000 were wanted in sections other than east of Chicago and north of the Ohio. The report, put out by the American Railway Ass'n, adds that many of the orders could be filled if cars in the congested districts could be released.

EMBARGOES on corn and oats imposed by eastern lines were ordered removed Dec. 20 by the Food Administration. Western granger roads are said to have received more than 10,000 cars and the movement is expected to reach immense totals.

YOUNGSTOWN, O., Dec. 12.—Railroad yards here badly congested. It is more difficult to get cars placed upon our switch for unloading than to get them to our city. This is caused by shortage of motive power and labor.—The Albert H. Buehrle Co.

A. P. HUSBAND, sec'y of the Millers National Federation, has taken up with the Interstate Commerce Commission its suggestion that carriers and shippers hold a conference to agree on a uniform method of settling claims for loss of and damage to grain in transit.

WITH THE CLEARING of steamers Muncey and Boston for Buffalo with grain at Midnight, Dec. 14, navigation for 1917 closed for the harbors of Duluth and Superior. Several lake carriers will winter in the harbor. The in and out tonnage for 1917 will be second only to that of 1916.

UNFILLED orders for cars Dec. 1 amounted to 117,132 cars, compared with 140,012 in Nov. 1. This report is far better than expected, reports that the railroads had "broken down," leading many to believe the shortage had become more acute. The railroads now are handling 20 per cent more passenger and freight business than a year ago.

WHEAT AND CORN for Philadelphia delivery, grain for Washington Ave. Wharf or stations in that district and Girard Point Elevator, and on all grain, export or domestic for Keystone Elevator & Warehouse Co., or consigned care of that company, are under embargo by the new terms of the embargo on grain shipments to Philadelphia stations.

GRAIN men of the northwest are advocating a temporary embargo on shipments of grain to eastern markets and the use of the equipment in transporting grain from the country elevators to interior terminal points. Equipment is said to be 50 per cent short. Grain held in Minneapolis is said to aggregate 4,000,000 bus. against 30,000,000 bus. last year, while Duluth is said to have only 1,000,000 bus. on hand. Interior elevators are choked with grain.

INCREASED freight rates or charges imposed by carriers filed without the approval of the Interstate Commerce Commission are held, by the commission, not to have changed the previously existing rate or charge. Willful failure on the part of the carrier to observe the previously published tariffs, "until changed according to law" will be construed as violations of the Elkins Act. This ruling by the Commission is in support of its order that no charge shall be increased without its approval.

EMBARGOES have so multiplied as to make it difficult for a shipper or railroad official to direct loading and movement of freight. L. J. Brinkham, general agent of the operating department of the Michigan Central at Detroit, Mich., has simplified his embargo problem by issuing every day a concise mimeographed statement indicating which roads are open or closed to c. 1. and l. c. 1. freight from Detroit, with a brief summary of exceptions on each road. The statement also includes a summary of general embargoes and a list of embargoes against industries on the Michigan Central.

CLAIMS against the Missouri Pacific, St. Louis, Iron Mountain & Southern must be filed with Special Master George C. Hitchcock, 1116 Railway Exchange, St. Louis, Mo., on or before Dec. 27. Claims should be sworn to by competent party, preferably a member of the firm or officer of the corporation.

EX-LAKE RATES on grain, domestic and export, from Buffalo, Oswego, N. Y., Erie, Pa., and West Fairport, Ohio, have been increased $\frac{1}{4}$ c per bu. Increased rates include elevation charge of $\frac{1}{8}$ c and $\frac{1}{2}$ c per bu. for five days' storage. Advanced rates became effective Dec. 7, and were put in force on three days' notice.

RAILROADS are discriminating against oats in favor of corn. This is the outcome of the effort to facilitate the movement of soft corn. Complaint is being made by buyers, one of whom claims he was four days in securing a B/L on a car of oats. Some of the down state elevators are said to be full up on oats and unable to secure cars in which to ship.

"DON'T FAIL TO CONSULT AGENT before offering shipments for embargoed territory. Ascertain from agent before placing order for car if the route you wish to use is open. Don't ship via indirect lines to avoid embargoed routes, as it has the effect of plugging up quickly the only avenue the railroads have for relieving congestion. Don't think we want you to do it all. We are endeavoring to do our bit. Let us know if we have overlooked anything."—From C., B. & Q. circular to shippers.

EASTERN manufacturers are charged with having loaded up with raw materials far in excess of their requirements and consequently are unable to take in materials now arriving. This has brought about a congestion of 30,000 freight cars at eastern terminals, loaded with non-perishable freight. Efforts now are being made to secure the return of cars owned by western roads to their home tracks. The 100 engines sent east should help in this work. Current receipts of cars from the east are increasing, the Wabash, Santa Fe, C. & N. W., C. M. & St. P., Burlington and C. & E. I. recently being favored with large returns of their own cars.

TRAINLOADS increased from 344 tons in 1906 to 675 tons in the 6 months April to September, 1916. The economy effected by this increase of the average trainload and the resulting saving of freight train service is the only thing which has enabled the railway system of the country to remain solvent in the face of almost stationary freight and passenger rates and enormously increasing expenses of all kinds. Of course, economies have been effected by other items than increases of the trainload, but it is by this means that the really big saving has been made. The labor brotherhoods are opposed to the big trains. The government apparently is going to take control of the operation of the railroads. In view of the attitude of the brotherhoods it will be highly interesting to see what policy the government railroad controller, if one is appointed, will adopt with reference to increases in trainloads.—Railway Age Gazette.

A FURTHER REPORT has been made by the Interstate Commerce Commission on the case of the Royal Milling Co., Great Falls, Mont., v. the Great Northern Railroad Company. It is held that while the imposition of a charge of 2c per hundred lbs. for milling in transit of wheat at Great Falls subjects complainant to

a disadvantage as compared with terminal mills at Minneapolis and other points, the railroad alone cannot be held responsible. Total charges exacted by carrier on wheat from Montana points between Butte and Great Falls, there milled into flour and reshipped to North Dakota points are characterized as unduly prejudicial to complainant and in violation of Secs. 3 and 4 of the Interstate Commerce Act. Carrier is directed to publish and maintain through rates from points of origin of wheat in Montana to destinations of flour in North Dakota, using the maxima basis outlined in the report.

PRIORITY orders do not abolish the car shortage. In some cases they tie up more cars. The order reads "All common carriers shall give preference and priority in car supply and in movement to steam railroad fuel, live stock, food and feed." Embargoes hitherto have been applied mostly to the movement, or to acceptance of loaded cars by one line from another. The new order, by R. S. Lovett, with the authority of the President, applies to car supply, and expressly gives food and feed preference over shipments of military supplies. Thus a grain shipper who puts in an order for cars must be supplied before the munitions manufacturer. As the munitions manufacturers are more urgent in their demands for cars this results in the loading of many cars with munitions, which on arrival at junction points, must be refused by the connecting line until preference freight has been moved, thus tying up more cars, temporarily. If this order is carried out as it reads and as intended grain shippers, for the first time in many years will have all the cars they need.

Program of Meeting of Washington Ass'n.

The twelfth annual convention of the Washington State Grain Growers, Shippers and Millers Ass'n will be held in Pullman, Wash., Jan. 3, 4, and 5, 1918. The program will include the following addresses:

President's Annual Address, R. J. Stephens, Spokane, Wash.

Address of Welcome, E. O. Holland, Pullman, Wash.

"Method of Handling Grain by the Federal Government," Max Houser, Portland, Ore.

"Substitution of Grains other than Wheat for Bread Making," Wm. T. Harshman, Spokane, Wash.

"Conserving Food Supplies," Charles Hebbard, Spokane, Wash.

"The Effect of Different Test Weights per Bushel on Milling Value," R. T. Lord, Spokane, Wash.

"The War, Shipping and the Railroads," Charles S. Albert, Spokane, Wash.

"The Federal Grain Grades," Representative Federal Bureau of Markets.

"Co-operation Between Farmers Organizations and Commercial Organizations," Robert Insinger, Spokane, Wash.

"Comparative Smut Resistance of Washington Wheats," E. F. Gaines, Pullman, Wash.

"Strength of Materials for Elevator Construction," M. K. Snyder, Pullman, Wash.

FARMERS of the Pacific Northwest are being warned to handle or prepare to have their grain handled in bulk. The sack shortage is becoming acute. This country commandeered 60,000,000 sacks and the English government 900,000,000 sacks for use in trench building, with the probability of more being needed. The world's shipping is tied up in such manner it virtually is impossible to get jute from Calcutta. Prices are very high. Representatives of the government are urging grain growers in the west to prepare to handle their grain in bulk.

Supply Trade

PEORIA, ILL.—The Ideal Grain Weigher Co. capital stock will be increased from \$50,000 to \$100,000.

THE Pillsbury Flour Mills Co. is placing two No. 7 Invincible Horizontal Scouring Machines in its rye mill at Minneapolis.

ST. LOUIS, Mo.—Readers of the Journal will find it to their advantage to send for bulletin 232, recently issued by Walter A. Zelnicker Supply Co.

ST. PAUL, MINN.—A. R. Spear, the inventor of the Spear Sample Envelope, died Dec. 8. Mr. Spear was deaf, and was pres. of the Minnesota Ass'n for the Deaf.

WASHINGTON, D. C.—The Senate's passage of the Webb Bill permitting combinations of industrial concerns in export trade, is a favorable development of much importance to all exporting interests, particularly to copper and steel producers.

OWENSBORO, KY.—M. E. Rozelle, for the past few years, sales manager and secretary of the Anglo-American Mill Co., has resigned his position. He will act as Northeastern representative of the company with headquarters at Harrisburg, Pa.

FRANKFORT, IND.—We have reorganized our company and increased our capital stock from \$50,000 to \$250,000. The name of the company will be changed after Jan. 16 to the Frankfort Carburetor Co. The officers of the new company are F. Coulter, Pres.; W. H. Frank, V. Pres.; C. W. W. Sims, Sec'y and Treas.—Kerosene Carburetor Co.

CHICAGO, ILL.—J. K. Thompson, who has long been with Witherspoon-Englar Co., as General Superintendent of Elevator Construction, has enlisted and obtained appointment as Captain of Engineers. For over 18 months Mr. Thompson has been in charge of the construction of the C. & N. W. Ry Co.'s Terminal Elevator at South Chicago.

As a result of a complaint entered against the Delaware, Lackawanna & Western Ry. by the Hyatt Roller Bearing Co., the Interstate Commerce Commission has ruled that a rating on roller bearings in official classification territory in excess of third class in less than carloads and fourth class in carloads is unreasonable. The defendant has been ordered to maintain and apply the third and fourth class ratings respectively, for a period of not less than two years.

"PROTECTIVE PAINT costs less than rust catastrophe," is a saying of the Joseph Dixon Crucible Co., Jersey City, N. J. In its house organ, "Graphite," this concern illustrates the viaduct of the Fort Smith Light & Traction Co., at Van Buren, Ark., painted in 1914 with Dixon's Silica-Graphite Paint, with the paint still in good condition, despite the fact that the structure is carried over railroad tracks and is subject to continuous and heavy attack of smoke, heat, dust conditions, abrasion, etc.

EVERY advertiser who buys space in a trade paper buys three things, circulation, quality, and buying influence. The quality and buying influence of a publication are intangible properties in so far as they are relative, and dependent upon the personal opinion of the space buyer. But the circulation is a definite tangible quantity that can be determined with exactness and certified. With the various methods that are now open to publishers to prove their circulations there is no excuse for lack of certified circulation data. The man who buys space in any publication has as much right to know what he pays for as the man who buys merchandise at the grocery store.

CHICAGO, ILL.—The Abell-Howe Co. has found it necessary to establish branch offices at 30 Church St., New York, in charge of J. R. Shays, Jr., at 5086 Jenkins Arcade, Pittsburgh, in charge of C. W. Wheeler and Wayne Paulin, and at 803 Ford Building, Detroit, in charge of H. G. Bates. The company is represented in Boston by the Boston Steel & Mfg. Co., and in the Atlantic Coast states, Pittsburgh and Cincinnati territory, by the Howe Scale Co. and J. S. McCormick Company. In addition it is represented in New England by the Watkins Engineering Supply Co., Boston, and in the Northwest by Frank J. Rose Company, Minneapolis.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

G. M. & N. in tariff 954 gives rules governing the furnishing of grain doors at New Albany, Miss., effective Dec. 27.

Erie in I. C. C. 13802 cancels 13508 and gives rules governing allowances for grain doors and bulkheads, effective Dec. 27.

Grand Trunk in I. C. C. 2526, in Sec. O 124, gives rules and charges for handling grain in elevators at Portland, Me., effective Dec. 2.

Genesee & Wyoming in I. C. C. E-67 cancels E-64 and gives rules governing allowances for grain doors and bulkheads, effective intrastate Nov. 30, interstate Dec. 25.

G. M. & N. in tariff 951 quotes rates on shelled corn, corn in the ear or in the shuck from stations on its own lines to Vicksburg, Miss., effective Nov. 25. (S. P. tariff 44277.)

I. C. in Sup. 6 to 7679-F quotes rates on grain, dried, cleaned, milled, shelled or stored at stations on its own lines in Illinois and Indiana, being reductions, effective Dec. 26.

Erie in Sup. 3 to B-8394 gives amendments to rate on grain and grain products from stations on the A. & A. and connections to its own stations and connections, effective Dec. 26.

C. & E. I. in Sup. 28 to 622-C quotes local, joint and proportional rates on grain, grain products, corn cobs, broom corn and seeds from stations on its own lines to practically all territory east of the Rocky Mountains.

C. M. & St. P. in Sup. 82 to 7015-A gives amendments to rules and regulations governing milling and cleaning grain, transferring, weighing, inspecting, drying, mixing, sacking and storing grain or grain and seed products between stations on its lines and connections, effective Jan. 1.

C. & A. in Sup. 4 to tariff 28-C gives elevation and transfer charges on grains, feeding, bedding, yardage charges, etc., on live stock, mileage allowance on private cars, maximum and minimum weights and rules governing the furnishing of grain doors, also miscellaneous rules and classifications at all stations on its lines.

A. T. & S. F.; G. C. & S. F.; Kansas & Southwestern and Leavenworth & Topeka in Sup. 10 to 7481-E gives amendments to rates on grain products and seeds in car lots from stations in Colorado, Kansas, Missouri and Oklahoma; also Superior, Neb., on their own lines to stations shown on page two of Sup. 9.

Feedstuffs

ALFALFA HAY is selling as high as \$33.50 at Kansas City.

LAFAYETTE, COLO.—A. J. Morrison has completed a 3-story alfalfa and feed mill. It is equipped with up-to-date machinery.

EXTENSIVE TESTS to determine the value of peanut meal as a fattening feed for cattle and hogs are being conducted by the North Carolina Agricultural Experiment station.

BLACKSTRAP MOLASSES rates from Cuba over the Florida East Coast Ry. are unreasonable and a reduction has been ordered by the Interstate Commerce Commission on complaint of the feed manufacturers.

A CLEARING HOUSE for the sale and distribution of feeds in the drouth stricken section of the southwest has been established by K. B. Seeds, at the head of the grain and hay marketing work of the Bureau of Markets.

SAN FRANCISCO, CAL., Dec. 7.—Receipts of bran at this market during November were 46,827 sacks, and 16,826 sacks of other feeds were received. Government export regulations prohibit giving information as to the quantity shipped during the month, but shipments of bran in November, 1916, were 14,645 cents.—Grain Trade Ass'n.

MILL FEED PRICES, fixed by Hon. W. J. Hanna, food controller for Canada, became effective Dec. 15. Bran is priced at \$24.50; shorts at \$29.50, based on Fort William. Prices at Moose Jaw and Regina will be about \$21.50 for bran in bulk. Farmers are to have preference in distribution.

AT THE REQUEST of the federal food administration it was announced by the Memphis Merchants Exchange Dec. 5 that trading in cottonseed meal for future delivery would be discontinued for the period of the war. A basic price of \$46.50 per ton was agreed upon and the posting of spot quotations was discontinued.

RULE 19 of the milling control was added at the recent New York meeting of the food administrators, and provides that after Dec. 25 no licensee shall sell wheat millfeed bran in excess of 38 per cent of the average cost of wheat at the mill. Shorts or standard middlings may be sold \$2 per ton over bran, mixed feeds, \$4; flour middlings, \$9 over, and red dog \$15 per ton over.

SIoux CITY, IOWA.—The Alfalfa Products Co. will build a \$35,000 plant at Stevens, which is just across the river from this city. The company has secured a twelve acre building site on the tracks of the Chicago, Milwaukee & St. Paul. The mill will have a capacity of about 150 tons of feed a day. A grain elevator with capacity of 25,000 bus. will be operated in connection and both should be finished by May 1, 1918. This will be the only mill of its kind in the middle west aside from the one at Omaha, Nebr.

A WHEATLESS POULTRY ration is being worked out by the poultry division of the Washington State College, at Pullman, Wash. This action was taken to support the ruling of the Food Administration which prohibits manufacturers of poultry feed putting more than 10 per cent of wheat in their feeds. It is pointed out there is no way to prevent poultry

raisers buying wheat in quantity and mixing it with commercial feeds or in home-made rations.

Feedmen to be Licensed.

An agreement between the Food Administration and members of the American Feed Manufacturers Ass'n, made during a recent meeting of the organization in Washington, places the business under the control of the F. A. Regulations are now being prepared, and will be available in a short time. After licenses are issued monthly reports will be required.

At the Washington meeting the following resolution was unanimously adopted:

Be it resolved that the feed industry represented by general com'te, suggested to the Food Administration, in meeting assembled, hereby assures the Food Administration of its full and complete co-operation in the work of regulating the purchase, sale and storage of feedstuffs to the end that this industry may do its part toward winning the war, and recommend that the accomplishment of this purpose may be best attained by placing the feed industry under license and drawing up and enforcement of proposed necessary regulations for it.

The feed men have a general com'te composed of thirty-three members representing all sections of the country which will aid in bringing about co-operation with the Food Administration. That body has chosen an executive com'te of five, the membership being: George A. Chapman, Chicago, chairman; R. P. Walden, New York City; Frank J. Ludwig, Boston; S. D. Edwards, Chicago; and J. H. Genung, Indianapolis.

IN THE LIGHT of the present situation, it is pertinent to remark that we are dealing more in the matter of transportation than in oats. Stocks of dealers at New York are below the average, and they must, of necessity, supply themselves from current arrivals until normal conditions again obtain. This will, doubtless, mean frequent and wide fluctuations, with, at times, unusual premiums paid for oats available for immediate delivery. L. W. Forbell & Co.



Jas. A. Worsham, Maroa, Ill.

Exports of Feeding Stuffs.

Exports of feeding stuffs for September, with comparisons for September, 1916, and for nine months of the calendar year, compared with the corresponding period of 1916, according to the Bureau of Foreign & Domestic Commerce, were, in tons, as follows:

	September,		9 mos. ending Sept.,	
	1917.	1916.	1917.	1916.
Bran and middlings	115	397	5,163	4,827
Dr. grain & mit.				
sprouts	114	121	792	1,409
Mill feed	158	6,891	18,095	29,648
Corn oil cake,				
lbs.	134,000	2,436,050	5,483,911	14,465,098
Ctnsd. cake,				
lbs.	223,110	112,607,460	274,720,825	711,631,745
Ctnsd. meal,				
lbs.	1,553,081	35,040,183	103,492,202	137,017,018
Lnsd. cake,				
lbs.	12,003,197	.....	50,635,248	.....
Lnsd. meal,				
lbs.	1,684,163	.....	3,719,813	.....

THE CALENDAR of the Globe Mills, El Paso, Tex., reproduces beautifully in colors the painting by Farini, "The Pergola." Globe Cream of Wheat Flour loses nothing in reputation by the good taste of the firm in omitting all advertising matter from the face of the calendar.

A Successful Man Who Likes His Work.

As a rule the man who likes his work will do it well, and Jas. A. Worsham, who has a passion for developing machinery of his own design, has earned a success that is not the common luck of inventors.

Mr. Worsham never did anything spectacular to get into print, unless when he ran for Mayor of Maroa, Ill., in the "dry" ticket and went down to a first-class defeat. At one time he was in the coal mining business at Birmingham, Ala., and worked his way up thru every department of that business to secretary and general manager, until his inventive faculties got the better of him and he devoted several years' time and all the money he could command to the problem of converting coal directly into electricity on a commercial scale, coming out of the ordeal a defeated but wiser man.

His first visit to Maroa was made to finance a factory to make an electrical ash remover for residences. Incidentally he found the Maroa Mfg. Co. in need of help, and took hold of the company, which has been making substantial growth every year. Among the things made by the company Mr. Worsham designed the Boss Air Blast Car loader and the Boss Combination Grinder and Grader; and it is just getting to the point of marketing his device for handling ashes at home without any work.

While working on the air blast loader Mr. Worsham was told it would never work, that one couldn't get grain into a powerful blast of air without a forced feed device of some kind, that the air would back up through the feed opening. After accomplishing this feat he was told that he could never sell them, that the elevators were all going to gravity loading. Then the orders came in and the machines sold and stayed sold, and the calamity howler hushed up and left.

Now and then some one would say the machine takes too much power; and so recently Mr. Worsham has begun to equip the loaders with ball bearings, so that now elevators with only 8 and 10 h.p. engines are operating an elevator leg and a Boss Air Blast Car Loader without any difficulty.

Supreme Court Decisions

Relationship of Carrier and Shipper.—The relationship of carrier and shipper may be created without any written B/L.—*McRary v. Southern Ry. Co.* Supreme Court of North Carolina. 94 S. E. 107.

A bill of lading indorsed in blank invests the party to whom it is delivered with title to the goods covered thereby, nothing further appearing.—*C., R. I. & P. Ry. Co. v. McElhany.* Supreme Court of Iowa. 165 N. W. 67.

Title to Goods.—Where the seller ships goods on the order of the buyer, "on usual terms delivered," and forwards the B/L with draft attached to a bank, with direction to notify the buyer, the title does not pass, in the absence of clear proof of a contrary intention by the contracting parties.—*Allen & Wheeler Co. v. Farr.* Supreme Court of Appeals of West Virginia. 93 S. E. 1030.

Power of Interstate Commerce Commission.—It is within the power of Congress and of the Interstate Commerce Commission to prevent interstate carriers from practicing discrimination against a particular locality to which their lines do not reach, where they bill traffic thereto over connecting lines.—*St. Louis S. W. Ry. Co. v. United States.* Supreme Court of the United States. 38 Sup. Ct. Rep. 49.

Interstate Shipment Between Points in State.—Where a B/L shows the routing to be outside of the state, though the points of origin and destination are within the state, it is an interstate shipment governed by the Carmack Amendment (Act June 29, 1906, c. 3591, §7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. 1916, §§ 8604a, 4604aa]).—*Ill. Cent. R. Co. v. Rogers.* Supreme Court of Mississippi. 76 South. 686.

Unreasonable Demurrage.—The action of a terminal carrier, after it knew that the shipper was unlikely to give any orders for the disposition of the shipment, in keeping the goods on a flat car at a demurrage charge of \$1 per day for 86 days was unreasonable and unnecessary, and it should have unloaded the shipment and released the car after a demurrage charge of not over 26 days.—*Northern Pac. Ry. Co. v. Pleasant River Granite Co.* Supreme Judicial Court of Maine. 102 Atl. 298.

Brokers.—A broker, carrying stocks on margin for a customer, according to the custom of brokers with reference to speculative accounts, must, to prevent the transaction from being a gaming one and to put himself right, show that he had under his control, free from the just demands of other customers and available for delivery to the particular customer, the stocks delivery of which the customer, on payment, will be entitled to demand.—*In re Shea.* U. S. District Court, Massachusetts. 245 Fed. 363.

Larceny of Grain.—Where a servant is sent with a wagon to get sacks of grain purchased by his employer and to transport them to the barn of the employer, the grain is in the legal and constructive possession of the employer when the wagon with the grain arrives at the employer's barn; and if the servant unloads the grain, except two of the sacks, which two sacks he leaves in the wagon, and takes away with a felonious intent to deprive the owner of them, the servant commits a trespass and the crime of larceny of the two sacks; and a person who receives the two sacks knowing them to have been stolen may be convicted of the statutory crime of receiving stolen goods knowing them to have been stolen.—*Hatcher v. State.* Supreme Court of Florida. 76 South. 694.

The Season's Greetings.

"The same to you, and many of them." Greetings this year are not quite so merry and their tone is less jovial, but they tell in expressive words of a lively sense of appreciation for the year's favors, by the men of many minds who constitute the grain trade.

"In these uncertain times it is well for all of us that the holidays are here again with their smile—the season of optimism. Of good will, of glad hearts," is part of the message from Bossemeyer Bros., Superior, Neb., who send their greetings on note size paper, using the national colors, with an engraved wreath of red and green.

After an outburst expressive of Santa's surprise at finding the "pit" deserted, Southworth & Co., Toledo, add: But we've heard since that Santa is making the round

Of the homes where the Bulls and the Bears may be found.

"By a kind word or thought, perhaps by a smile, but more probably by orders, you, good friend, have helped us on our way," is part of the greeting from the White Star Co., Wichita, Kans.

"The O'Bannon and the O'Bannon Company sinds yez this grating and may Christmas marn find yez blessed with good cheer and good spirit and may the Torkey be tinder, and may the New Year to yez be a brouht and happy wan," is the joint message from Sherman, Tex., and Claremore, Okla.

An engraved three color card carries the good wishes of the Efficient Erecting Co.

Heartiest greetings from the Millers' National Insurance Co., are carried by a beautifully engraved card, which also expresses a sense of appreciation of the pleasant relations "existing between us."

"For Auld Lang Syne," friends of the Aylsworth Grain Co., are tendered earnest good wishes for their happiness and success in all undertakings through the coming year.

"If we should close our books without first thanking you for the business received from you during the past year, we should feel that we left a debt unpaid," is the sincere word from the Stevenson Grain Co.

McKenna & Rodgers employ the national colors and holly to decorate their card of Christmas cheer.

Frank A. Witt decorates his attractive Christmas card with a golden poinsettia.

Good will of T. A. Grier & Co., Peoria, is well expressed and carried on a card beautifully engraved in three colors.

"Hark well our challenge, ye who crowd the night—It is the Dawn of Day," quotes E. B. Hitchcock, sec'y of the Illinois Assn.

Red, green, black and gold employed in artistic combination give the card of Charles J. Bolgiano a distinctive appearance.

Wishes for a prosperous year are conveyed on the neatly engraved card of the Halliday Elevator Co., Cairo, Ill.

The most elaborate card received was from the Huntley Manufacturing Co., Silver Creek, N. Y. A bow of red ribbon was employed to secure a beautiful winter scene to the note size paper on which the greeting is engraved in three colors.

"May the rich blessings of Heart, Home and Country be abundantly yours; may Joy and Recompense come to you and may it be our privilege to add to your success," is the wish of the Philip H. Schiffin & Co., Inc.

Canada to Buy All Screenings.

Canada is to take over all screenings from elevators. Arrangements to this effect have been made by Hon. T. A. Crerar, minister of agriculture. Inspection is to be furnished by the chief grain inspector. The price fixed is \$35 a ton for screenings of the standard quality agreed upon.

With the close of navigation 100,000 tons of screenings were held at terminal elevators at lake front to meet possible demands from western Canada.

Orders for screenings will be handled by provincial departments of agriculture, distribution to be made by R. J. Allen, head of the bureau of feed purchases and distribution, under the direction of H. S. Arkell, live stock commissioner.

No licenses will be given for the exportation of standard screenings but refuse screenings may be exported, when application for license is accompanied by a certificate from the Board of Grain Commissioners.

COAL PRODUCERS were allowed an advance of \$1.35 per ton on sales of coal for export, as announced by the federal fuel administrator Dec. 14. Thus the export price will be \$1.35 per 2,000 lbs. higher than the domestic price. The purpose is to protect producers' profits against foreigners' and steamship companies' profits.

Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty-five Cents.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Patents Granted

1,248,846. Seed Corn Holder. Louis G. Davenport and William Goettsch, Donahue, Ia. A body member is provided with semi-circular depressions for the reception of ears of corn, and a second holding member, which is pivotally fastened at one end to the body member, is adapted to be swung into engagement with the ears of corn carried in the body member and locked in position by means of a hook.

1,249,058. Grain Drier. John Fitz, Hanover, Pa. A furnace casing is provided with a shaft, properly journaled, which extends thruout its length, and with a cylinder, which, also, extends the length of the casing. Mounted concentrically upon the shaft and supported at several points thereon, is a conveyor in the cylinder for progressing the contents entirely thru the cylinder in one direction only, while short spiral blades attached to the shaft delay the passage of the material by feeding it backward for a short distance only.

1,249,966. Grain Separator. John D. Jones, Walla Walla, Wash. A casing is laterally pivoted adjacent one end of a supporting frame, and a reciprocating screen, mounted in the casing, has a stirring device rotatably mounted above it. Means are provided for reciprocating the screen and for rotating the stirring device. A pendulum pivoted to the supporting frame supports the casing at its end distant from the pivots, and the movements of the pendulum compensate for any tilting of the supports and maintain both the frame and the casing in horizontal position.

1,248,591. Corn Husking Machine. John B. Zimmerman, Buffalo, N. Y., assignor to the Invincible Grain Cleaner Co., Silver Creek, N. Y. The combination of a butt cutter, a traveling conveyor for moving

ears of corn to the butt cutter, a butt gage comprising an endless flexible member which travels lengthwise with the conveyor in position to be engaged by the butt ends of the ears, and a stationary device located in the path of movement of the ears. If the ears are in an oblique position the stationary device turns them in a position transverse to the conveyor.

1,249,703. Grain Car Door. Henry W. Willis, Lansford, N. D. Vertical recesses are formed in the outer face of the door sill, and sockets, spaced from the sill, are formed in the inner faces of the door posts. A door section forms a closure for the lower part of the door opening, and a rod hingedly connected to the lower edge of the door section and provided with oppositely disposed crank arms, the terminals of which are journaled in the sockets, permits the door section to move to open position at the front of the car and below the sill, with the crank arms seated in the vertical recesses in the sill, and with the then outer face of the door section in the plane of the outer face of the sill.

Crop Improvement.

THE MICHIGAN CROP IMPROVEMENT Ass'n will hold its annual convention at Lansing, Mich., Jan. 15 and 16.

A FARM LABOR AGENT to locate, classify and distribute farm labor in Oklahoma throughout the year has been appointed, in the person of G. W. Vincent, who will work under the extension division of the Oklahoma A. & M. College, Stillwater, Okla.

GUY C. PORTER, Houlton, Me., was elected president of the Main Seed Improvement Ass'n at the annual meeting at Newport, Me. Other officers elected are: W. H. Rich, Charleston, vice president; A. L. Newdick, Augusta, sec.; C. M. White, Bowdoinham, treas. Prof. E. J. Owen, New Brunswick, N. J., gave an address on "Bean Culture and Diseases."

New Orleans to Charge for Weighing.

Effective Jan. 1 a charge will be made for weighing grain at New Orleans, La., to be paid by the owner of the grain instead of the operator of the elevator as heretofore.

On account of the heavily increased expense of operation, and especially the amounts paid for shrinkage of grain the elevators have notified the New Orleans Board of Trade that they can not continue paying for the weighing service, altho it has been an important factor in attracting grain thru the port of New Orleans.

The charge has been fixed at 50c per car inward and 25c per 1,000 bus. outward. This is the lowest figure commensurate with the cost shown in many year's experience; and the Board of Trade has required of the elevators a guaranty to make good any deficit. In thus placing the charge on the grain the New Orleans Board is simply following the practice at other leading markets.

Soft Corn Only for Alcohol.

An order by Secretary of the Treasury McAdoo, approved by the president, provides that after Jan. 1 no grain other than corn of a quality inferior to federal grade No. 6 shall be used in the production of distilled spirits for any purpose.

Corn is not now being used in the manufacture of alcohol for other than industrial purposes. Grain dealers and distillers have been co-operating with a view to using the soft corn of the northern belt in the manufacture of alcohol, with limited success.

The regulation affects the use of all grain, but the necessary quantity of barley or rye needed for the conversion of the starch is excepted. Penalty for violation of the rule is \$5,000 fine, imprisonment for two years or both.

I AM very much pleased with the information I get out of the Grain Dealers Journal.—Peter Schulte, Schulte, Kan.

WE CANNOT get along without the Grain Dealers Journal.—O. C. Roberts, proprietor the Roberts Elvtr., Arlington, Neb.

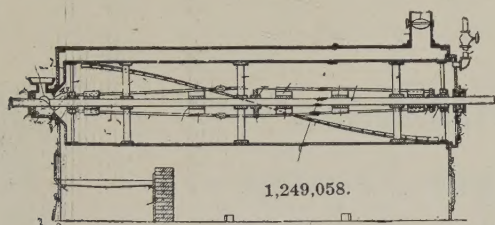
I HOLD my present position thru an advertisement in the Grain Dealers Journal.—S. G. Harsh, agt. The Quaker Oats Co., Edna, Ia.

FOR REJECTING two cars of potatoes and allowing them to spoil the Food Administration has revoked the license of Morris, Singer & Co., Washington, D. C.

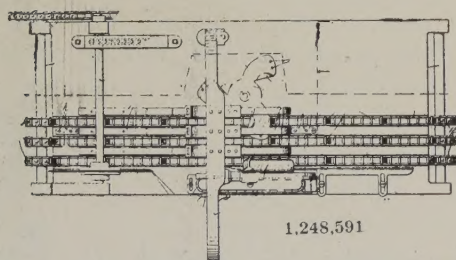
"LADY COQUETTE" occupies a sphere of exceeding prominence on the calendar sent out by the Merchants Hay & Grain Co., of Indianapolis. The figures are in large, easily read type, Sundays and holidays showing in red.

GET A COPY of the twelve poster sheets forming the calendar of the Millers Mutual Casualty Co., Chicago. It contains twelve valuable hints on how to prevent accidents, some of the lessons to be reversed before being put into practice.

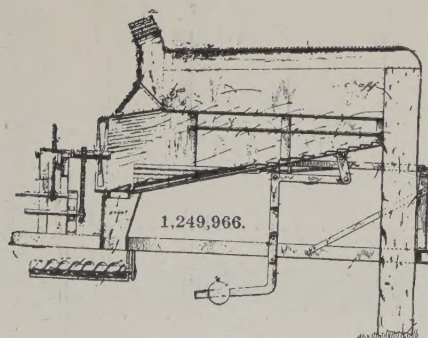
THE MILLERS NATIONAL Fire Insurance Co., of Chicago, Ill., has petitioned the court for an order to compel the insurance department of Kentucky to issue a license to do business in the state. The license was refused on the technicality that the company operates on both the stock and mutual plan.



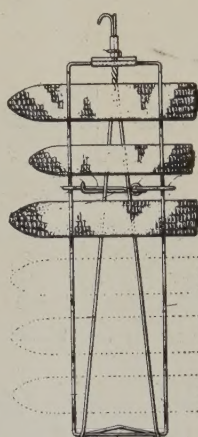
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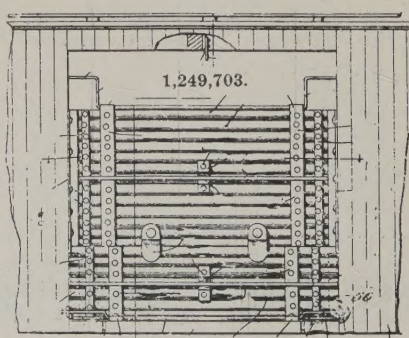
1,248,591



1,249,966.



1,248,846.



1,249,703.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

At SWIFT, MONT., one elevator operator has solved the problem of priming his engine without keeping a bottle of gasoline around the engine room. He uses a rubber bulb attached to a 12-inch pipe. This he inserts into a hole in the top of the carburetor and sucks up enough gasoline for priming purposes. The idea is an excellent one and is not patented.

OFTEN THE INSULATION wears off battery wires, leaving the bare wires exposed. If the wires come into contact a spark results which may set fire, or worse still, if you should happen to have a gas leak, an explosion. Bear in mind that it is nothing but a little spark from the same batteries that keeps your engine running all day, and that spark can occur outside as well as inside the engine. If your battery wires are bare, get some rubber tape and cover them. This little precaution may save your house some day.

At PORTAL, N. D., the manager of one of the elevators saw smoke creeping up thru the trap door in the floor from the basement. He grew alarmed and rushed to the door and looked down. Seeing no flame, he started to descend into the pit. He was frightened and nervous and in trying to make haste to discover what was burning he slipped and fell headlong into the pit. A hot box was causing the smoke. He was injured quite painfully when he tumbled and could not get out of the pit. About two hours later callers at the elevator discovered the situation and rescued him. The fire was put out before it got much of a start. The manager was almost overcome with the smoke.

THE PEACEFUL VILLAGE of Fife, Mont., was startled by an explosion at the Farmers Elevator followed by the exit of shafting, pulleys and other machinery thru the cupola roof. This strange occurrence was followed by a fire which destroyed the building. The elevator head had set in bearings, and the dust piled high on the inside of the head. Without any question one of the cup belts hit a nail and the resultant spark brought about the balance of the performance. This is one of the few cases we know of where an explosion actually occurred in the elevator head; but in our opinion many of the fires we classify as "unknown" have their origin in the elevator head. Loose buckets, protruding nails and dust are a bad combination.—Our Paper.

FOOD VALUE of the New Mexico pinto bean is rated higher than that of any other bean produced in this country. Producers are interested in establishing a wider market and are urging the determination of the exact food value of this bean and the adoption of means to acquaint the public with the facts ascertained.

Elevator Casualties.

A. W. SHUMARD, a carpenter employed at the plant of the Kelso Grain Co., Pittsburg, Kan., dropped a piece of shafting on his foot Nov. 28 and injured a toenail.

At SHELLON, ILL., in the plant of the Cleveland Grain Co., George Sampson, an employe 70 years old, had occasion to make use of the passenger lift to go to a lower floor. Upon arriving at the elevator shaft he committed the common

error of hastily concluding that, because the cage was not visible, it must be below him. Switching on the electric current, he leaned over the guard rail and peered down the shaft to watch for the car, which, having started from its position at an upper floor when he turned on the power, caught him in its descent and drew him down over the rail, finally throwing him to the floor. His upper lip was badly lacerated, 5 teeth were knocked out, his jaw fractured, and there was a possible vertebral injury.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 51 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

That Engine of Yours

Of course, it is not going to bite these cold mornings like it does when the thermometer is crowding '90. You can't expect it to. You have to get warmed up yourself before you start doing real work, and you wouldn't like it a bit if the boss got impatient with you when you backed up against the stove. So have a little patience with the engine. It will come along all right. Pouring gasoline on the cylinder or building a fire underneath it, is a kid's trick, not a mechanic's. You have to get warmed up. Give the engine a chance.

Fitzgerald & McCotter

Western Managers,
Omaha, Nebr.



INDIANAPOLIS, IND.

G. A. McCotter

Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; a careless fire will be a crime

THE one grain firm, with experts skilled in every phase of grain handling at the heads of its numerous departments, which is the most favorably and frequently mentioned in the United States of America today:

J. ROSENBAUM GRAIN COMPANY

Galveston
Fort Worth
New Orleans

New York
Oklahoma City
Omaha

Terminal Elevators—Kansas City



How about that CAR PULLER?



When the rails are covered with Snow and Ice a pinch bar will not move your cars.

Do not be caught unprepared.

We build Car Pullers that will handle

ONE CAR OR FIFTY CARS

General Catalogue G-20 describes
Car Pullers and our full line of

**Elevating, Conveying and Power
Transmitting Machinery
WELLER MFG. CO., CHICAGO**

SPECIAL NOTICE



We have moved into our new factory at 1004-6 Lyn-dale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Auto-

matic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

THE DAY COMPANY
Minneapolis, Minn.